



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

## MEETING MATERIALS

September 19, 2007

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





## *Letter of Transmittal*

**TO:** Toll Bridge Program Oversight Committee  
(TBPOC)

**DATE:** September 13, 2006

**FR:** Program Management Team (PMT)

**RE:** TBPOC Meeting Materials Packet – September 19, 2007

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Attached is the TBPOC Meeting Materials Packet for the September 19<sup>th</sup> meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.

**TBPOC MEETING**  
**September 19, 2007, 9:30 AM - 11:00 AM**  
**Caltrans Headquarters, Director's Conference Room**  
**1120 N Street, Sacramento, CA**

<b>Topic</b>	<b>Presenter</b>	<b>Time</b>	<b>Desired Outcome</b>
<b>1. CHAIR'S REPORT</b>	W. Kempton, CT	5 min	Information
<b>2. CONSENT CALENDAR</b>			
a. June 27, 2007 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
b. July 27, 2007 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
c. August 2, 2007 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
d. August 24, 2007 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
e. Revised 2007 & 2008 TBPOC Meeting Calendar*	A. Fremier, BATA	1 min	Approval
<b>3. PROGRESS REPORT</b>			
a. September 2007 Monthly Progress Report***	A. Fremier, BATA	1 min	Information
<b>4. PROGRAM ISSUES</b>			
a. Dumbarton-Antioch Bridges Retrofit Strategy*	B. Maroney, CT	10 min	Information
b. Richmond-San Rafael Bridge – California Department of Fish and Game*	T. Anziano, CT	5 min	Information
c. TBSRP Capital Outlay Support Update *	A. Banani, CT P. Lee, BATA	15 min	Information
d. Westar Litigation – Request for Settlement Authority*	T. Anziano, CT	10 min	Approval
<b>5. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b>			
a. Yerba Buena Island			
1) Update: Labor Day Weekend Closure for Detour West Tie In Work/YBI Viaduct Replacement*	T. Anziano, CT	10 min	Information
2) Budget Balance Beam**	T. Anziano, CT	10 min	Information
b. SAS and OTD General Update*	T. Anziano, CT	10 min	Information
c. Jones Act*	T. Anziano, CT	5 min	Information
<b>6. BENICIA-MARTINEZ BRIDGE</b>			
a. Loading Sequence Review and Addendum No. 1*	A. Fremier, BATA T. Anziano, CT	10 min	Approval
<b>7. Other Business</b>	W. Kempton, CT		n/a
a. TBPOC Members Closed Discussion			
<b>Next Meeting: Tuesday, October 30, 2007, 1:00 p.m. – 4:00 p.m., Sacramento</b>			

\* Attachments

\*\* Final Documents still in process; to be provided as soon as available.

\*\*\* Stand alone document included in the binder.

## **TBPOC MEETING September 19, 2007**

<b>INDEX TAB</b>	<b>AGENDA ITEM</b>	<b>DESCRIPTION</b>
<b>1</b>	<b>1</b>	<b>CHAIR'S REPORT</b> (No attachments)
<b>2</b>	<b>2</b>	<b>CONSENT CALENDAR</b> a. June 27, 2007 Conference Call Minutes* b. July 27, 2007 Conference Call Minutes* c. August 2, 2007 Meeting Minutes* d. August 24, 2007 Conference Call Minutes* e. Revised 2007 & 2008 TBPOC Meeting Calendars*
<b>3</b>	<b>3</b>	<b>PROGRESS REPORT</b> a. Draft September 2007 Monthly Progress Reports***
<b>4</b>	<b>4</b>	<b>PROGRAM ISSUES</b> a. Dumbarton-Antioch Bridges Retrofit Strategy* b. Richmond-San Rafael Bridge – California Department of Fish and Game* c. TBSRP Capital Outlay Support Update* d. Westar Settlement*
<b>5</b>	<b>5</b>	<b>SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b> a. Yerba Buena Island 1) Update: Labor Day Weekend Closure for Detour West Tie-In Work/YBI Viaduct Replacement* 2) Budget Balance Beam** b. SAS and OTC General Update* c. Jones Act*
<b>6</b>	<b>6</b>	<b>NEW BENICIA-MARTINEZ BRIDGE</b> a. Loading Sequence Review and Addendum No. 1*
<b>7</b>	<b>7</b>	<b>OTHER BUSINESS</b> (No attachments) a. TBPOC Members Closed Discussion

\* Attachments

\*\* Final Documents still in process; to be provided at the meeting

\*\*\* Stand alone document included in the binder



## **ITEM 2: CONSENT CALENDAR**

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 13, 2007

**FR:** Andrew Fremier, BATA Deputy Executive Director

**RE:** Agenda No. - 2a, b, c, d

Consent Calendar  
Item- June 27, 2007 Conference Call Minutes  
July 27, 2007 Conference Call Minutes  
August 2, 2007 Meeting Minutes  
August 24, 2007 Conference Call

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**Recommendation:**

APPROVAL

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The Program Management Team has reviewed and requests TBPOC approval of the minutes for the following:

- a) June 27, 2007 Conference Call
- b) July 27, 2007 Conference Call
- c) August 2, 2007 Meeting
- d) August 24, 2007 Conference Call

**Attachments:**

June 27, 2007 Conference Call  
July 27, 2007 Conference Call Minutes  
August 2, 2007 Meeting Minutes  
August 24, 2007 Conference Call

## **ITEM 2: CONSENT CALENDAR**

- a. June 27, 2007 Conference Call Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## TBPOC CONFERENCE CALL MINUTES

June 27, 2007, 4:30 PM – 5:00 PM

**Attendees:** TBPOC Members: Randy Iwasaki (for Will Kempton), Steve Heminger, and John Barna;  
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller;  
Participants: Michele DiFrancia, Beatriz Lacson, Peter Lee, Bart Ney, Dina Noel, Judis Santos, and Bijan Sartipi

Convened: 4:38 PM

Items	Action
<p><b>1. TBPOC Chair Policy</b></p> <ul style="list-style-type: none"><li>Reference Section II, Part B (Chairperson) of the “Agreement on Committee Procedures for the Toll Bridge Program Oversight Committee,” CTC presented, for selection of one, the three options regarding the term of the Chairperson for the TBPOC, as follows:<ul style="list-style-type: none"><li>Name BATA TBPOC Member Steve Heminger as Chairperson until July 2009.</li><li>Rotate the role of Chairperson among the Department, BATA and CTC every two years.</li><li>Will Kempton to continue as Chairperson for the duration of his tenure as Director of the Department.</li></ul></li></ul>	<ul style="list-style-type: none"><li>The TBPOC <b>APPROVED</b> having Will Kempton continue as Chairperson for the duration of his tenure as Director of the Department.</li></ul>
<p><b>2. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b></p> <p>a. Labor Day Weekend Closure for Detour West Tie-In Work/ YBI Viaduct Replacement</p> <ul style="list-style-type: none"><li>The Department presented, for TBPOC approval, the final communications message for the bridge closure (3-day versus 4-day) occurring over the Labor Day</li></ul>	<ul style="list-style-type: none"><li>The TBPOC <b>APPROVED</b> the final communications message that the Labor Day weekend bridge closure will occur over a 3-day period beginning 8:00</li></ul>

(continued)

Items	Action
<p>weekend of 2007.</p> <ul style="list-style-type: none"><li>• Comments/discussion included:<ul style="list-style-type: none"><li>○ The need for a contingency plan to allow for unforeseen factors that could cause delays was discussed. It was mentioned that such a plan will be developed by the PMT, in conjunction with the contractor, CC Myers.</li><li>○ Convey the final communications message at the July 31st media outreach, and follow up with a contingency plan announcement after the TBPOC August 2<sup>nd</sup> meeting.</li></ul></li><li>• BATA presented, for TBPOC approval, utilizing the Labor Day weekend closure to re-stripe the entire toll plaza area from the metering lights to the Maze, barring construction conflicts.</li></ul> <p>b. Yerba Buena Island</p> <ol style="list-style-type: none"><li>1) CCO Implementation Strategy</li></ol> <ul style="list-style-type: none"><li>• The Department presented the Contract Change Order Implementation Strategy for all CCO's necessary to implement the approved TBPOC strategy for the Yerba Buena Island Detour Contract and Yerba Buena Island Transition Structure (YBITS) Advance Foundation Work, with the PMT recommendation that the Department be given the ability to negotiate the Implementation Strategy in a comprehensive manner within the scope of the current budget. Individual CCO's will be presented to the TBPOC for final</li></ul>	<p>PM Friday, August 31, to 5:00 AM Tuesday, September 4 (or sooner).</p> <ul style="list-style-type: none"><li>• The PMT to develop a contingency plan for the Labor Day weekend closure for TBPOC approval at the August 2<sup>nd</sup> meeting.</li><li>• The TBPOC supported the re-striping of the entire toll plaza area from the metering lights to the Maze during the Labor Day weekend bridge closure barring construction conflicts, as recommended</li><li>• The TBPOC <b>APPROVED</b> giving the Department the authority to negotiate the Implementation Strategy, as presented.</li></ul>



***(continued)***

[illegible]

(continued)

Items	Action
<p>d. Skyway CCO</p> <ul style="list-style-type: none"><li>• The Department requested approval to execute CCO No. 104 Supplement No. 1, Skyway Painting, for \$1,867,645.00, to allow for the painting of galvanized or otherwise coated steel components of the Skyway Bridge.</li></ul> <p>e. Schedule and Budget Revisions for Stormwater Treatment Measures</p> <ul style="list-style-type: none"><li>• The Department presented the following revisions for TBPOC approval:<ul style="list-style-type: none"><li>○ Increase the current approved and forecast contract budget by \$3.3M to \$18.3M, to be covered by a fund transfer from the Other Budgeted Capital line item of the East Span Replacement Project Budget.</li><li>○ Move the forecast contract completion date from the accelerated completion date of June 2007 back to the current approved date of March 2008.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> CCO No. 104 S1 for \$1,867,645.00.</li><li>• The TBPOC <b>APPROVED</b> the revisions to the budget and schedule, as presented.</li><li>• The TBPOC <b>APPROVED</b> moving the forecast completion date from June 2007 back to March 2008.</li><li>• The Department to capture the cost of delay due to the Maze collapse for possible future reimbursement.</li></ul>
<p><b>3. NEW BENICIA-MARTINEZ BRIDGE</b></p> <p>a. Construction of Modifications to Existing Bridge</p> <ul style="list-style-type: none"><li>• The Department presented the PMT recommendation that the TBPOC approve referring to BATA and CTC, for approval and funding, a contract to construct modifications to the existing Benicia-Martinez Bridge as part of the Regional Measure 1 New Benicia-Martinez Bridge Project.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> the PMT recommendation, as presented.</li></ul>

(continued)

Items	Action
<p><b>4. Other Business</b></p> <ul style="list-style-type: none"><li>• <u>I-880/SR 92 Interchange</u>: BATA reported that three bids were received for the contract. The lowest bid came in \$16M over the engineer's estimate.</li><li>• <u>OTD 1</u>: The low bidder came in \$20M under estimate. Further evaluation for good faith effort continues.</li><li>• <u>SAS</u>: There is a need to revisit the Jones Act and develop a strategy to guide ABF.</li><li>• <u>Richmond-San Rafael Bridge</u>: The Department is poised to negotiate a \$5M (or less) settlement with the California State Department of Fish and Game.</li></ul>	<ul style="list-style-type: none"><li>• PMT to develop a strategy to guide ABF on legislative outreach. Department to provide BATA and CTC a copy of the letter to the USCG.</li></ul>

Adjourned: 5:31 PM

**TBPOC CONFERENCE CALL MINUTES**

June 27, 2007, 4:30 PM – 5:00 PM

**APPROVED BY:**

\_\_\_\_\_  
**WILL KEMPTON**, Director  
California Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
**JOHN F. BARNA, Jr.**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

## **ITEM 2: CONSENT CALENDAR**

- b. July 27, 2007 Conference Call Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## TBPOC CONFERENCE CALL MINUTES

July 27, 2007, 5:00 PM – 5:06 PM

**Participants:** TBPOC Members: Will Kempton, Steve Heminger, and John Barna  
PMT Members: Tony Anziano, Peter Lee (for Andy Fremier), and Stephen Maller  
Other Participants: Beatriz Lacson, Judis Santos, and Jason Weinstein

Convened: 5:00 PM

Items		Action
<b>1. Yerba Buena Island Detour Contract Change Orders</b> <ul style="list-style-type: none"><li>A conference call was convened for the TBPOC to act on these CCO's due to time constraints related to the Labor Day weekend closure (CCO's 72, 76 and 84).</li><li>The Department presented, for TBPOC final approval, the following contract change orders listed in the approved Implementation Memo dated July 26, 2007 :<ul style="list-style-type: none"><li>CCO 72: Structure Work (Superstructure), and Temporary Shuttle Service, \$11,096,900</li><li>CCO 76: Labor Day Bridge Demolition and Move-in, \$2,240,300.</li><li>CCO 77: YBITS W4L Foundations and Columns, \$7,125,000</li><li>CCO 84: Skid Track Foundations and Temporary Columns, \$3,980,000.</li><li>Funding for these CCO's which total \$24.4M will come from the Current Budget of \$334M.</li></ul></li><li>It was noted that the Labor Day weekend closure is on schedule.</li></ul>		<ul style="list-style-type: none"><li>The TBPOC <b>APPROVED</b> CCO's 72, 76, 77 and 84 as presented.</li></ul>



***(continued)***

Adjourned: 5:06 PM

**TBPOC CONFERENCE CALL MINUTES  
July 27, 2007, 5:00 PM – 5:06 PM**

**APPROVED BY:**

\_\_\_\_\_  
**WILL KEMPTON**, Director  
California Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
**JOHN F. BARNA, Jr.**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

## **ITEM 2: CONSENT CALENDAR**

c. August 2, 2007 Meeting Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## MEETING MINUTES

August 2, 2007, 1:00 PM – 4:00 PM

Casa de la Vista, Building 271, Avenue of the Palms, Treasure Island,  
San Francisco, CA

**Attendees:** TBPOC Members: Will Kempton (via telephone), Steve Heminger, John Barna;  
PMT Members: Tony Anziano, Andy Fremier, Stephen Maller;  
Participants: Michael Cohen (CCSF), Teresa Favila, Michele DiFrancia, Beatriz Lacson, Peter Lee, Brian Maroney, Jose Luis Moscovich (SFCTA), Bart Ney, Dina Noel, Rodney Pimentel (DMJM), Judis Santos, Jack Sylvan (CCSF), Jason Weinstein

Convened: 1:26 PM

Items	Action
<p><b>1. TIDA/SFCTA Presentation on Ramp Design</b></p> <ul style="list-style-type: none"><li>• The City (Treasure Island Development Authority) and San Francisco County Transportation Authority (SFCTA) gave a presentation which covered the following:<ul style="list-style-type: none"><li>○ Ramps project objectives;</li><li>○ Update on the status of SB 163;</li><li>○ Update on efforts to implement the Legislature's funding solution; and</li><li>○ Engineering issues that have arisen out of the Project Study Report.</li></ul></li><li>• Comments/discussion included:<ul style="list-style-type: none"><li>○ The ramps are not up to current standards.</li><li>○ The City representative agreed that the construction of the ramps will not delay the bridge work.<ul style="list-style-type: none"><li>➢ Construction of the ramps will begin after the East Span is completed.</li><li>➢ It is understood that the importance of the East Span is paramount and takes</li></ul></li></ul></li></ul>	<ul style="list-style-type: none"><li>• The TBPOC stated its position as follows:<ul style="list-style-type: none"><li>○ Any proposed on- or off-ramp design must maintain the "Lifeline" status of the Bay Bridge structures, and the designs must be presented to the Seismic Peer Review Board for review.</li><li>○ Any proposed on- or off-ramp design must be to standards acceptable to the Department and consistent with the aesthetics goals of the East Span Replacement Project, and must be presented to the Bay Conservation and Development Commission (BCDC) and the Seismic Peer Review Board for review.</li><li>○ Coordination with the SFCTA should not involve any action that presents a risk of delay to or additional cost for the East</li></ul></li></ul>

(continued)

Items	Action
<p>precedence over the ramps.</p> <ul style="list-style-type: none"><li>○ The Toll Bridge Program will not fund the construction of the ramps and will be reimbursed for added cost triggered by it.</li><li>○ A tighter collaboration is critical at this stage. Full integration between the ramps and SAS project teams is needed to come up with joint solutions involving cost, schedule and design.<ul style="list-style-type: none"><li>➤ Along with the Department, BATA and CTC should be involved, through the PMT, in this cooperative effort with the City/SFCTA.</li></ul></li></ul>	<p>Span Replacement Project.</p> <ul style="list-style-type: none"><li>• The Department to draft a letter from the TBPOC to Messrs. Michael Cohen (CCSF) and Jose Luis Moscovich (SFCTA) confirming their agreement to the principles discussed and those stated by the TBPOC above, for mailing this month of August.</li></ul>
<p><b>2. CHAIR'S REPORT</b></p> <ul style="list-style-type: none"><li>• The Chair reported that the Governor's press conference arising from the Minnesota I-35 West bridge collapse precluded his physical presence at the meeting.</li></ul>	
<p><b>3. CONSENT CALENDAR</b></p> <p>BATA presented the following for approval.</p> <ul style="list-style-type: none"><li>a. May 1, 2007 Meeting Minutes</li><li>b. May 10, 2007 Conference Call Minutes</li><li>c. June 27, 2007 Conference Call Minutes</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> the May 1, 2007 Meeting Minutes and the May 10, 2007 Conference Call Minutes.</li><li>• Revise the last bullet on page 2 of 5 of the June 27, 2007 Conference Call Minutes, as discussed, and present at the next TBPOC meeting for approval</li><li>• For the record, the TBPOC <b>APPROVED</b> the OTD 1 Addendum No. 4 through individual discussions with their respective PMT representatives on May 17 (BATA &amp; CTC)/May 18 (Caltrans), and BATA</li></ul>

(continued)

Items	Action
	Executive Director Steve Heminger signed off on the addendum on May 22, 2007.
<p><b>4. PROGRESS REPORTS</b> BATA presented the following for information:</p> <ul style="list-style-type: none"><li>a. Draft July 2007 Monthly Progress Report<ul style="list-style-type: none"><li>• Approval of this report by the TBPOC through delegated authority to the PMT is anticipated after appropriate reviews and final comments are incorporated.</li></ul></li><li>b. Draft Second Quarter Report Ending June 30, 2007<ul style="list-style-type: none"><li>• BATA presented this report for information, along with the Projected 2nd Quarter Report Production Schedule.</li><li>• The TBPOC was requested to grant authority to the PMT to approve the Second Quarter Report Ending June 30, 2007 in its behalf, after appropriate reviews and final data/comments have been received.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• For the record, the TBPOC <b>APPROVED</b> the April, May and June 2007 Monthly Progress Reports through their respective PMT members on May 1, 2007, June 5, 2007 and July 3, 2007, respectively.</li><li>• On page 25 of 46 of the Second Quarter Report, Completed Projects section, add: "This will not delay the overall project schedule."</li><li>• The TBPOC <b>AUTHORIZED</b> the PMT to approve the Second Quarter Report Ending June 30, 2007 in its behalf, as requested.</li></ul>
<p><b>5. PROGRAM ISSUES</b></p> <ul style="list-style-type: none"><li>a. 2008 TBPOC Activities and Calendar<ul style="list-style-type: none"><li>• CTC presented the 2008 TBPOC Meeting Calendar for TBPOC approval.</li></ul></li><li>• The TBPOC was requested to decide on a trip to China for a January 24, 2008 meeting.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> the 2008 TBPOC Meeting Calendar with the following revisions:<ul style="list-style-type: none"><li>○ Re-schedule the January meeting from the 24<sup>th</sup> to the 31<sup>st</sup>.</li><li>○ Cancel the February 7, 2008 meeting.</li><li>○ Incorporate the quarterly PMT visits to China.</li></ul></li><li>• The TBPOC <b>APPROVED</b> moving ahead with a trip to China and meeting in Shanghai</li></ul>



(continued)

Items	Action
<ul style="list-style-type: none"> <li>○ The TBPOC agreed that a January 31st meeting in China would be more suitable.</li>   <li>b. Pre-Existing Program Obligations               <ul style="list-style-type: none"> <li>• The Department requested TBPOC direction on how to proceed with negotiations with the City/Port of Oakland for additional use of Pier 7 beyond 2013.</li> <li>○ The Department to report back to the TBPOC and present the negotiated result for final action.</li> </ul> </li>   <li>c. Richmond-San Rafael Bridge – Fish Impact Mitigation               <ul style="list-style-type: none"> <li>• The Department requested the TBPOC to approve the text of the proposed letter to the California Department of Fish and Game regarding the TBPOC's role in the ongoing dispute relating to claimed impacts to certain fish species during construction of the bridge.</li> </ul> </li>   <li>d. Dumbarton-Antioch Bridges – Update on Vulnerability Studies and Legislative Options to Incorporate into Toll Bridge Program               <ul style="list-style-type: none"> <li>• BATA presented this update for TBPOC information.</li>   <li>• Comments/discussion included:                   <ul style="list-style-type: none"> <li>○ Preliminary evaluations done to date reveal both the Antioch and Dumbarton bridges will need some retrofit work. Unclear is what level of retrofit criteria to use on each.</li> <li>○ While regarded as a regular,</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>on January 31, 2008, subject to approval by the Governor for the Caltrans and CTC members.</li> <li>○ The Department to obtain an invitation letter from ZPMC in order to secure visas for the TBPOC.</li>   <li>• The TBPOC directed the Department to negotiate with the City/Port of Oakland, as soon as possible, with an eye for opportunities to lower the cost of additional use, e.g., using small businesses and DVBE involvement as leverage, and to include other relevant outstanding issues in the discussions.</li>   <li>• The TBPOC <b>APPROVED</b> the proposed letter with revisions as follows:               <ul style="list-style-type: none"> <li>○ State in the letter that a resolution to this dispute is long overdue, and that the TBPOC will approve or reject the resulting resolution.</li> <li>○ Send copies to the Governor and appropriate Secretaries.</li> </ul> </li>   <li>• Before TBPOC action on September 19, the PMT to provide the TBPOC the following:               <ul style="list-style-type: none"> <li>○ A brief history of other structures that have been retrofitted according to the three categories of retrofit</li> </ul> </li> </ul>

(continued)

Items	Action
<p>highly valued bridge, the Antioch is not considered as an important major artery as the Dumbarton Bridge.</p> <ul style="list-style-type: none"> <li>○ The TBPOC is supportive of the legislative action to make the Dumbarton and Antioch bridges a part of the SRP, but is also aware that the completions of current projects need to be assured before these two bridges can be funded from program contingency.</li> </ul>	<p>strategy, i.e., Lifeline Structure, Intermediate Strategy and “No Collapse” Strategy; and</p> <ul style="list-style-type: none"> <li>○ A recommendation of the preferred retrofit strategy to pursue for each bridge.</li> </ul>
<p><b>6. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b></p> <p>a. Yerba Buena Island</p> <ol style="list-style-type: none"> <li>1) Contingency Plan for Labor Day Weekend Closure <ul style="list-style-type: none"> <li>• The Department presented, for TBPOC approval, the contingency plan for the bridge closure occurring over the Labor Day weekend covering construction, communications and transportation management strategies in the event of a late bridge opening.</li> </ul> </li> <li>2) Update on Contract Change Orders <ul style="list-style-type: none"> <li>• A group of CCO’s (some currently listed in the CCO Implementation Strategy) will be presented to the TBPOC via conference call this month.</li> </ul> </li> </ol> <p>b. Self-Anchored Suspension Superstructure</p> <ol style="list-style-type: none"> <li>1) Strategy to Address Jones Act (Crane/Barge/USCG) <ul style="list-style-type: none"> <li>• The Department gave an update for the TBPOC’s information.</li> </ul> </li> </ol>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> the contingency plan for the Labor Day weekend bridge closure, as presented, with the following clarification of the TBPOC’s involvement during the process: <ul style="list-style-type: none"> <li>○ The TBPOC to get morning and evening calls on the progress of the work and how the schedule is holding up throughout the entire process.</li> </ul> </li> <li>• The Department to provide the TBPOC an integrated summary of the CCO Implementation Strategy and a solid budget balance bar to go with the package.</li> </ul>

(continued)

Items	Action
<ul style="list-style-type: none"> <li>○ ABF has been working with the US Coast Guard to meet its requirements.</li> <li>○ The issue presents a risk of schedule delay not currently quantified.</li> <li>○ The Department is assisting ABF in any possible way to avoid project delay.</li> <li>○ A meeting with USCG, MARAD and Customs is being scheduled next week to reach a consensus on the issuance of a Jones Act administrative waiver for the East Span project.</li> </ul> <p>c. West Approach</p> <p>1) Update of CCO 149 – Supplement 1, ST6D</p> <ul style="list-style-type: none"> <li>• The Department presented, for final approval, this CCO for additional work on the Bent 19U temporary support within Frame 7U of the ST6D detour in the amount of \$285,660.</li> </ul> <p>2) Update of CCO 71 – Supplement 1, Delay Mitigation for West Piles</p> <ul style="list-style-type: none"> <li>• The Department presented this CCO, for final approval, in the amount of \$459,120.</li> </ul> <p>d.) Other Updates</p> <ul style="list-style-type: none"> <li>• The Department reported that there are outstanding notices of potential claims on the Skyway contract of up to \$20M that will be presented to the TBPOC in the near future.</li> </ul>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> CCO 149, Supplement 1, as presented.</li> <li>• The TBPOC <b>APPROVED</b> CCO 71, Supplement 1, as presented.</li> </ul>
<p>7. <b>NEW BENICIA-MARTINEZ BRIDGE</b></p> <p>a. Bridge Opening Plan</p> <ul style="list-style-type: none"> <li>• BATA presented an update on the dedication ceremonies planned for Saturday, August 25, 2007. The bridge is scheduled to open the following Monday, August 27, 2007.</li> </ul>	

**(continued)**

Items		Action
<b>8. Other Business</b>		
• None		

Adjourned: 3:29 PM

**MEETING MINUTES**

August 2, 2007, 1:00 PM – 4:00 PM

Casa de la Vista, Building 271, Avenue of the Palms, Treasure Island,  
San Francisco, CA

**APPROVED BY:**

\_\_\_\_\_  
**WILL KEMPTON**, Director  
California Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
**JOHN F. BARNA, Jr.**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

## **ITEM 2: CONSENT CALENDAR**

- d. August 24, 2007 Conference Call Minutes





# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## TBPOC CONFERENCE CALL MINUTES

August 24, 2007, 8:30 AM – 9:00 AM

**Participants:** TBPOC Members: Randy Iwasaki (for Will Kempton), Steve Heminger, and John Barna  
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller  
Other Participants: John Goodwin, Beatriz Lacson, Peter Lee, Brian Maroney, Dina Noel, Judis Santos, Bijan Sartipi, Ursula Vogler and Jason Weinstein

Convened: 8:43 AM

Items		Action
1.	<b>Yerba Buena Island Detour Contract Change Orders</b> <ul style="list-style-type: none"><li>The Department presented, for TBPOC final approval, the following contract change orders (elements of the Implementation Memo approved by the TBPOC on June 27, 2007):<ul style="list-style-type: none"><li>CCO 76 Supplement 1: Labor Day Bridge Move-in (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, Traffic Officers), \$10,144,140;</li><li>CCO 88 Supplement 1: Viaduct Fabrication Delays, \$776,630;</li><li>CCO 91: Contract Days Extension/TRO Compensation – 271 days to March '08, \$3,423,158;</li><li>Funding for these CCO's which total \$14.3 million will come from the Current Budget of \$334 million.</li></ul></li><li>The TBPOC wants a revised budget balance beam that more accurately reflects the current status of the budget.</li></ul>	<ul style="list-style-type: none"><li>The TBPOC <b>APPROVED</b> CCO's 76 S1 and 88 S1, as presented, and CCO 91 as modified (extend contract days to November 1, 2007 instead of March 2008; the Department to determine the dollar amount corresponding to this change).</li><li>The PMT to provide an updated budget balance beam at the September 19, 2007 meeting.</li></ul>
2.	<b>Benicia-Martinez Bridge</b> <ul style="list-style-type: none"><li>a. Update<ul style="list-style-type: none"><li>1) Opening Ceremonies Logistics</li></ul></li></ul>	

(continued)

Items	Action
<ul style="list-style-type: none"> <li>○ BATA summarized the new bridge dedication program which will start at 10:00 AM, Saturday, August 25, at Martinez, continue at Benicia at 11:00 AM, with festivities concluding by 1:00 PM.</li> <li>○ The new bridge will be opened to traffic (with a single lane to the new toll plaza) starting at 10:00 PM on Saturday, August 25; the entire bridge to be opened by 10:00 AM, Sunday, August 26, 2007, as traffic switchover is completed.</li> </ul> <p>2) Rehabilitation Project</p> <ul style="list-style-type: none"> <li>○ BATA presented, for TBPOC approval, the moving of northbound traffic to the New Benicia-Martinez Bridge, as planned, and modifying the striping and signing on the existing bridge to discourage trucks from using the outside (number 3) lane, and divert them to the middle (number 2) lane, during the interim period (after the new bridge opening and initial stages of rehabilitation work on the existing bridge).</li> <li>○ Discussion/comments included: <ul style="list-style-type: none"> <li>➤ This effort is part of an on-going analysis of bridge construction staging and loading that has been under study since May 2007.</li> <li>➤ The TBPOC agreed to use advisory signing for the present time, revisit the matter at the September 19 meeting and reconsider then if the situation warrants a change to mandatory/regulatory signing.</li> <li>➤ The TBPOC indicated its desire to discuss this subject in more depth and detail at the September 19 meeting.</li> <li>➤ It was suggested that the FHWA be invited to the September</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● BATA (Ursula Vogler) to e-mail the program logistics to W. Kempton's assistant (MariJane Stahl).</li> <li>● The TBPOC <b>APPROVED</b> the traffic move and striping plan, as presented. Advisory signing is to be used until further review. Revisit discussion on 'advisory versus mandatory' during the September 19 TBPOC meeting.</li> <li>● The PMT to provide a full report with detailed data on truck traffic and bridge status at the TBPOC September 19 meeting.</li> <li>● The TBPOC requested the</li> </ul>

**(continued)**

Items	Action
TBPOC meeting to participate in the discussion and address the federal side of this issue.	attendance of an FHWA representative to the TBPOC September 19 meeting.
<b>3. Other Business</b> <ul style="list-style-type: none"><li>• Labor Day Weekend Closure for Detour West Tie-In Work/YBI Viaduct Replacement<ul style="list-style-type: none"><li>○ The TBPOC Call-In over the Labor Day weekend closure will occur at 8:30 AM on Saturday, Sunday and Monday, Sept. 1 thru 3. The purpose of the call is for the PMT to apprise the TBPOC of work progress/schedule status, and for the TBPOC to provide direction as needed.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• The Clerk of the TBPOC to forward all pertinent information to the TBPOC next week.</li></ul>

Adjourned: 9:13 AM

**TBPOC CONFERENCE CALL MINUTES  
August 24, 2007, 8:30 AM – 9:00 AM**

**APPROVED BY:**

\_\_\_\_\_  
**WILL KEMPTON**, Director  
California Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
**JOHN F. BARNA, Jr.**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

## **ITEM 2: CONSENT CALENDAR**

- e. Revised 2007 & 2008 TBPOC Meeting  
Calendars

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 13, 2007

**FR:** Andrew Fremier, BATA Deputy Director

**RE:** Agenda No. - 2e

Item- Consent Calendar  
Revised 2007 & 2008 TBPOC Meeting Calendars

---

**Recommendation:**

APPROVAL

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The PMT requests approval of the attached draft 2008 TBPOC Meeting Calendar which was modified to include the quarterly PMT visits to China and the TBPOC annual update to the Legislature.

Also attached, for your information, is the 2007 TBPOC Meeting Calendar which was also revised to reflect the PMT visit to China in October.

**Attachments:**

Revised 2007 TBPOC Meeting Calendar  
Rev. Draft 2008 TBPOC Meeting Calendar

**2007 TBPOC Meeting Calendar**  
(as of September 6, 2007)

JANUARY 2007				
MON	TUE	WED	THU	FRI
HOLIDAY	PMT			
1	2	3	4	5
PMT		BATA OC		
8	9	10	11	12
HOLIDAY	PMT			
15	16	17	18	19
PMT		MTC		
22	23	24	25	26
PMT		CTC		
29	30	31		

1 - New Years Day Observed  
15 - M L King Jr's Birthday

FEBRUARY 2007				
MON	TUE	WED	THU	FRI
			CTC	
			1	2
PMT				4 Final
5	6	7	8	9
HOLIDAY	4 Leg	BATA OC	TBPOC Leg Up	
12	PMT	13	14	15
HOLIDAY	PMT	20	21	22
19	20	21	22	23
RM		MTC		
PMT		CTC		
26	27	28		

12 - Lincoln's Birthday  
19 - Presidents Day

MARCH 2007				
MON	TUE	WED	THU	FRI
			1	2
PMT		BATA OC		
5	6	7	8	9
PMT		CTC	CTC	
12	13	14	15	16
PMT				
19	20	21	22	23
CST				
PMT		MTC		HOLIDAY
26	27	28	29	30

30 - Cesar Chavez's Birthday

APRIL 2007				
MON	TUE	WED	THU	FRI
PMT				TBPOC
2	3	4	5	Bay 6
PMT		BATA OC		
9	10	11	12	13
PMT				
16	17	18	19	20
PMT		MTC	CTC	
23	24	25	26	27
PMT				
30				

MAY 2007				
MON	TUE	WED	THU	FRI
	TBPOC			
	Sac 1	2	3	4
PMT		BATA OC		1 Final
7	8	9	10	11
PMT	1 Leg			
14	15	16	17	18
PMT		MTC		
21	22	23	24	25
HOLIDAY	RM			
28	29	30	31	

28 - Memorial Day

JUNE 2007				
MON	TUE	WED	THU	FRI
				1
		CTC	CTC	
4	5	6	7	8
PMT		BATA OC		
11	12	13	14	15
PMT				
18	19	20	21	22
CST		MTC		
25	26	T-CC 27	28	29

JULY 2007				
MON	TUE	WED	THU	FRI
PMT		HOLIDAY		
2	3	4	5	6
PMT		BATA OC		
9	10	11	12	13
PMT				
16	17	18	19	20
PMT		MTC	CTC	
23	24	CTC 25	26	27
PMT				
30	31			

4 - Independence Day

AUGUST 2007				
MON	TUE	WED	THU	FRI
			TBPOC	
		1	Bay 2	3
PMT				2 Final
6	7	8	9	10
PMT	2 Leg			
13	14	15	16	17
PMT				
20	21	22	23	24
PMT 27	28	29	30	31

SEPTEMBER 2007				
MON	TUE	WED	THU	FRI
HOLIDAY	RM			
3	PMT 4	5	6	7
PMT	BATA OC			
10	11	12	13	14
PMT		CTC	CTC	
17	18	T-Sac 19	20	21
CST		MTC		
PMT 24	25	26	27	28

3 - Labor Day

OCTOBER 2007				
MON	TUE	WED	THU	FRI
PMT		BATA OC		
1	2	3	4	5
HOLIDAY	PMT			
8	9	10	11	12
PMT				
15	16	17	18	19
CHINA		MTC		
PMT 22	23	24	25	26
PMT	TBPOC			
29	Sac 30	31		

8 - Columbus Day

NOVEMBER 2007				
MON	TUE	WED	THU	FRI
			1	2
PMT		CTC	CTC	3 Final
5	6	7	8	9
Veteran's	PMT	3 Leg		
Day 12	13	BATA 14	15	16
PMT			HOLIDAY	HOLIDAY
19	20	21	22	23
RM		MTC		
26	27	28	29	30

9 - Veteran's Day  
22, 23 - Thanksgiving Day and day after

DECEMBER 2007				
MON	TUE	WED	THU	FRI
PMT				
3	4	5	6	7
PMT	TBPOC	BATA	CTC	
10	Bay 11	CTC 12	13	14
PMT		MTC		
17	18	19	20	21
	HOLIDAY	CST		
24	25	PMT		
31				

25 - Christmas Day observed

T-Sac	TBPOC Mtg in Sacramento, Sep 19, 9:30-11:00 AM
Qtrly Rept	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

PMT Meetings are held in the PIO Conference Room, 311 Burma Road, Oakland, 1:00 PM - 2:30 PM  
TBPOC Meetings in Sacramento start @ 1:00 PM - 4:00 PM  
TBPOC Meetings in the Bay Area start @ 10:00 AM - 1:00 PM

2008 TBPOC Meeting Calendar  
(as of September 19, 2007)

**Rev. Draft**

JANUARY 2008				
MON	TUE	WED	THU	FRI
	HOLIDAY 1	2	3	4
PMT 7		BATA OC 8	CTC 9	10
PMT 14		15	16	17
HOLIDAY 21	PMT 22	MTG 23	24	25
PMT 28	CHINA	29	30	TBPOC 31

1 - New Years Day Observed  
21 - M L King Jr's Birthday

FEBRUARY 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	7	4 Final 8
11	Holiday 12	BATA OC 13	4 Leg 14	15
HOLIDAY 18	PMT 19	20	Leg Update 21	22
RM 25	PMT 26	MTG 27	28	29

12 - Lincoln's Birthday  
18 - Washington's Birthday

MARCH 2008				
MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Sac 6	7
PMT 10	11	BATA OC 12	CTC 13	14
PMT 17	18	19	20	21
CST 24	PMT 25	MTG 26	27	28
HOLIDAY 31				

31 - Cesar Chavez's Birthday

APRIL 2008				
MON	TUE	WED	THU	FRI
	1	2	TBPOC Bay 3	4
PMT 7	8	BATA OC 9	CTC 10	11
PMT 14	15	16	17	18
PMT 21	22	MTG 23	24	25
PMT 28	29	30		

MAY 2008				
MON	TUE	WED	THU	FRI
			TBPOC Sac 1	2
PMT 5	6	7	8	1 Final 9
PMT 12	1 Leg 13	BATA OC 14	15	16
CHN 19	20	21	22	23
HOLIDAY 26	RM 27	MTG 28	CTC 29	30

26 - Memorial Day

JUNE 2008				
MON	TUE	WED	THU	FRI
2	3	4	TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTG 25	CTC 26	27
CST 30				

JULY 2008				
MON	TUE	WED	THU	FRI
	1	2	TBPOC Sac 3	HOLIDAY 4
PMT 7	8	BATA OC 9	10	11
PMT 14	15	16	17	18
PMT 21	22	MTG 23	CTC 24	25
PMT 28	29	30	31	

4 - Independence Day

AUGUST 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Bay 7	2 Final 8
PMT 11	2 Leg 12	13	14	15
PMT 18	19	20	21	22
CHN 25	RM 26	CTC 27	CTC 28	29

SEPTEMBER 2008				
MON	TUE	WED	THU	FRI
HOLIDAY 1	PMT 2	3	TBPOC Sac 4	5
PMT 8	9	BATA OC 10	11	12
PMT 15	16	17	18	19
CST 22	PMT 23	MTG 24	CTC 25	26
PMT 29	30			

1 - Labor Day

OCTOBER 2008				
MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	3
PMT 6	7	BATA OC 8	9	10
HOLIDAY 13	14	15	16	17
PMT 20	21	MTG 22	CTC 23	24
PMT 27	28	29	30	31

13 - Columbus Day

NOVEMBER 2008				
MON	TUE	WED	THU	FRI
3	4	5	TBPOC Sac 6	3 Final 7
PMT 10	HOLIDAY 11	3 Leg 12	BATA OC 13	14
PMT 17	18	3 Leg 19	20	21
CHN 24	RM 25	MTG 26	HOLIDAY 27	HOLIDAY 28

11 - Veteran's Day  
27, 28 - Thanksgiving Day and day after

DECEMBER 2008				
MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Bay 4	5
PMT 8	9	BATA OC 10	CTC 11	12
PMT 15	16	17	18	19
PMT 22	23	MTG 24	HOLIDAY 25	26
CST 29	PMT 30	31		

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

PMT Meetings in Oakland, 1:00 PM - 2:30 PM  
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM  
TBPOC Meetings in the Bay Area, 10:00 AM - 1:00 PM

### **ITEM 3: PROGRESS REPORT**

- a. September 2007 Monthly Progress Report



## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 13, 2007

**FR:** Andrew Fremier, BATA Deputy Executive Director

**RE:** Agenda No. - 3a  
Progress Report  
Item- September 2007 Monthly Progress Report

---

**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

For the record, the PMT approved the July and August 2007 Monthly Progress Reports through delegated TBPOC authority on August 7 and September 4, 2007, respectively.

The draft September 2007 Monthly Progress Report is undergoing the initial review process, and TBPOC approval through their PMT representatives is anticipated as soon as updated expenditure data through September 30, 2007 and final comments are incorporated.

**Attachment:**

Draft September 2007 Monthly Progress Report



# Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

## Monthly Progress Report September 2007

DRAFT  
VERSION #2



TOLL BRIDGE PROGRAM  
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: October 2007





# Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report  
September 2007





## TABLE OF CONTENTS

<b>Introduction .....</b>	<b>1</b>
<b>Executive Summary .....</b>	<b>2</b>
<i>Toll Bridge Seismic Retrofit Program—Cost .....</i>	<i>2</i>
<i>Toll Bridge Seismic Retrofit Program—Schedule .....</i>	<i>3</i>
<i>Regional Measure 1 Program—Cost .....</i>	<i>4</i>
<i>Regional Measure 1 Program—Schedule .....</i>	<i>5</i>
<i>Highlights of Project/Program Activities and TBPOC Actions .....</i>	<i>6</i>
<b>Project / Contract Reports .....</b>	<b>7</b>
<i>San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary .....</i>	<i>8</i>
▶ Skyway Contract .....	10
▶ Self-Anchored Suspension (SAS) E2/T1 Foundations Contract .....	13
▶ Self-Anchored Suspension (SAS) Superstructure Contract .....	15
▶ Yerba Buena Island (YBI) .....	18
• Yerba Detour Contract .....	18
• YBI Transition Structure Contracts .....	22
▶ Oakland Touchdown .....	23
• Oakland Touchdown Submarine Cable Relocation Contract .....	23
• Oakland Touchdown #1 Contract .....	25
• Oakland Touchdown #2 Contract .....	26
▶ Other Major Contracts .....	27
▶ Other Completed Contracts and Related Work .....	29
<i>San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project .....</i>	<i>30</i>
<i>Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project .....</i>	<i>35</i>
<i>Other Completed Seismic Retrofit Projects .....</i>	<i>37</i>
<i>Other Toll Bridges .....</i>	<i>38</i>
<b>Project / Contract Reports .....</b>	<b>39</b>
<i>New Benicia-Martinez Bridge Project Summary .....</i>	<i>40</i>
▶ New Benicia-Martinez Bridge Contract .....	43
▶ Other Contracts and Related Project Activities .....	45
<i>New Carquinez Bridge Project .....</i>	<i>47</i>
<i>Interstate 880/State Route 92 Interchange Reconstruction Project .....</i>	<i>49</i>
<i>Other Completed Regional Measure 1 (RM1) Projects .....</i>	<i>51</i>
<b>Appendices .....</b>	<b>53</b>
<i>Appendix A: San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail .....</i>	<i>54</i>
<i>Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail .....</i>	<i>55</i>
<i>Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule .....</i>	<i>57</i>
<i>Appendix D: Regional Measure 1 Program Cost Detail .....</i>	<i>58</i>
<i>Appendix E: Regional Measure 1 Program Summary Schedule .....</i>	<i>61</i>
<i>Appendix F: Glossary of Terms .....</i>	<i>62</i>



## Toll Bridges of the San Francisco Bay Area



## INTRODUCTION

In July 2005, Assembly Bill 144, Hancock (AB 144) created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprised of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include but are not limited to reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of \$1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
New-Martinez Bridge	Construction
1927 Carquinez Bridge Demolition	Construction
Interstate 880/State Route 92 Interchange Reconstruction	Awarded
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.



## EXECUTIVE SUMMARY

## Toll Bridge Seismic Retrofit Program—Cost (\$ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/2007)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast*	At- Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
<b>SFOBB East Span Replacement Project</b>								
Capital Outlay Support		959.4	-	959.4	518.5	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,172.8	1,293.0	-	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	236.5	313.5	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	281.3	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	70.1	334.4	-	●
YBI Transition Structures	Design	299.3	(23.2)	276.1	-	276.1	-	●
Oakland Touchdown (OTD)		283.8	-	283.8	4.6	302.5	18.7	
* OTD Submarine Cable	Construction	-	-	-	4.6	9.6	-	●
* OTD No. 1 (Westbound)	Construction	-	-	-	-	226.5	-	●
* OTD No. 2 (Eastbound)	Design	-	-	-	-	62.0	-	●
* OTD Electrical Systems	Design	-	-	-	-	4.4	-	●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	12.8	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.3	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.9	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.6	7.7	(24.1)	
<b>Total SFOBB East Span Replacement Project</b>		<b>5,486.6</b>	<b>179.2</b>	<b>5,665.8</b>	<b>2,425.4</b>	<b>5,674.7</b>	<b>8.9</b>	
<b>SFOBB West Approach Replacement</b>								
Capital Outlay Support	Construction	120.0	-	120.0	95.7	120.0	-	●
Capital Outlay Construction		309.0	-	309.0	249.8	309.0	-	●
<b>Total SFOBB West Approach Replacement</b>		<b>429.0</b>	<b>-</b>	<b>429.0</b>	<b>345.5</b>	<b>429.0</b>	<b>-</b>	
<b>Richmond-San Rafael Bridge Retrofit</b>								
Capital Outlay Support	Complete	134.0	(7.0)	127.0	126.5	127.0	-	●
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.2	698.0	-	
<b>Total Richmond-San Rafael Bridge Retrofit</b>		<b>914.0</b>	<b>(89.0)</b>	<b>825.0</b>	<b>792.7</b>	<b>825.0</b>	<b>-</b>	
<b>Program Completed Projects</b>								
Capital Outlay Support	Complete	219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.1	705.6	-	
<b>Total Program Completed Projects</b>		<b>925.4</b>	<b>-</b>	<b>925.4</b>	<b>917.5</b>	<b>925.4</b>	<b>-</b>	
<b>Miscellaneous Program Costs</b>								
Program Contingency		900.0	(90.2)	809.8	-	800.9	(8.9)	
<b>Total Toll Bridge Seismic Retrofit Program</b>		<b>8,685.0</b>	<b>-</b>	<b>8,685.0</b>	<b>4,505.8</b>	<b>8,685.0</b>	<b>-</b>	

- Within Approved Current Schedule and Budget
- Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation
- Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

\*Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available program funds has been made available by the Treasure Island Development Authority.

**Notes:** Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

## Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (08/2007)	Project Complete Schedule Forecast (08/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
SFOBB East Span Replacement Project Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 10.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Mar 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 18 and 19.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	See pages 9 and 23.
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	See Note.
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Aug 09	-	●	
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. \$89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 35.

*Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.*

## Regional Measure 1 Program—Cost (\$ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
<b>New Benicia-Martinez Bridge Project</b>	Construction							●
Capital Outlay Support		157.1	36.5	193.6	173.3	189.1	(4.5)	
Capital Outlay Construction		861.6	176.0	1,037.6	936.5	1,037.6	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.3	20.3	-	
Project Reserve		20.8	1.7	22.5	-	27.0	4.5	
<b>Total New Benicia-Martinez Bridge Project</b>		<b>1,059.9</b>	<b>214.1</b>	<b>1,274.0</b>	<b>1,122.1</b>	<b>1,274.0</b>	<b>-</b>	
<b>Carquinez Bridge Replacement Project</b>	Construction							●
Capital Outlay Support		124.4	(0.2)	124.2	120.5	122.4	(1.8)	
Capital Outlay Construction		381.2	3.2	384.4	371.7	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.4	(0.1)	
Project Reserve		12.1	(3.0)	9.1	-	0.9	(8.2)	
<b>Total Carquinez Bridge Replacement Project</b>		<b>528.2</b>	<b>-</b>	<b>528.2</b>	<b>502.1</b>	<b>518.2</b>	<b>(10.0)</b>	
<b>I-880/SR-92 Interchange Reconstruction</b>	Awarded							●
Capital Outlay Support		28.8	26.2	55.0	32.4	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	-	155.0	-	
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.3	15.0	-	
Project Reserve		0.3	19.7	20.0	-	20.0	-	
<b>Total I-880/SR-92 Interchange Reconstruction</b>		<b>133.8</b>	<b>111.2</b>	<b>245.0</b>	<b>40.7</b>	<b>245.0</b>	<b>-</b>	
<b>Program Completed Projects</b>	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.4	58.8	1.8	
Capital Outlay Construction		324.4	3.6	328.0	308.0	314.0	(14.0)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.6	1.4	4.0	-	6.6	2.6	
<b>Total Program Completed Projects</b>		<b>390.7</b>	<b>-</b>	<b>390.7</b>	<b>365.9</b>	<b>380.2</b>	<b>(10.5)</b>	
<b>Total Regional Measure 1 Program</b>		<b>2,112.6</b>	<b>325.3</b>	<b>2,437.9</b>	<b>2,030.8</b>	<b>2,417.4</b>	<b>(20.5)</b>	

- Within Approved Current Schedule and Budget
- Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation
- Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming

Note: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

## Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (08/2007)	Project Complete Schedule Forecast (08/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
<b>New Benicia-Martinez Bridge Project</b>							
• New Benicia-Martinez Bridge	Dec 07	-	Oct 07	Oct 07	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Dec 07	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
<b>1927 Carquinez Bridge Demolition Project</b>	Dec 07	-	Dec 07	Dec 07	-	●	
<b>I-880/SR-92 Interchange Reconstruction</b>	Nov 10	-	Jun 11	Jun 11		●	Contract was awarded on August 28, 2007 with the approval of the State budget.

## Highlights of Project/Program Activities and TBPOC Actions for September 2007

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### Toll Bridge Seismic Retrofit Program

#### SFOBB East Span Seismic Replacement Project

- ◆ On the Yerba Buena Island (YBI) Detour Contract, Caltrans and their contractor successfully rolled into place the precast replacement upper roadway deck section near the YBI tunnel. Work was completed 11 hours early during the full Bay Bridge closure over the Labor Day Weekend. Traffic impacts during the bridge closure were manageable. Work is now continuing to demobilize the roll-in operation and to complete the detour viaduct.
- ◆ On the Skyway, the overlay on the eastbound structure has been completed.
- ◆ On the SAS Superstructure Contract, the contractor has selected the fabricators for the temporary towers and the subcontractor for the temporary tower foundations.
- ◆ Caltrans awarded the Oakland Touchdown #1 contract to MCM Construction on July 17, 2007. The low bid of \$177.8 million was \$20.6 million less than the Engineer's estimate. Caltrans held the preconstruction meeting on August 7th, 2007. The first working day of the project was August 22nd, 2007. The contractor has submitted the Interim 120-Day Schedule.

#### SFOBB West Approach Seismic Retrofit Project

- ◆ On the San Francisco-Oakland Bay Bridge (SFOBB) West Approach project, Caltrans is continuing with the final major phase of the project - the reconstruction of the eastbound from 5th Street to 2nd Street. Over the next year, future work includes pile and falsework installations to reconstruct the eastbound structure.

### Regional Measure 1 Program

#### New Benicia-Martinez Bridge Project

- ◆ The New Benicia-Martinez Bridge, dedicated in honor of Congressman George Miller, was opened to traffic in the late evening of August 25, 2007 after morning dedication ceremonies in Martinez and Benicia. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds.

#### I-880/SR-92 Interchange Project

- ◆ On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to a joint venture of FCI and Granite Construction for \$138.4 million. Award of the contract was delayed due to the State budget approval impasse.

## PROJECT / CONTRACT REPORTS

### Toll Bridge Seismic Retrofit Program

#### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)
  - Yerba Buena Island (YBI) Detour Contract
  - Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
  - Oakland Touchdown (OTD) Submarine Cable Relocation Contract
  - Oakland Touchdown (OTD) #1 Contract
  - Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

#### San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

#### Richmond-San Rafael Bridge Seismic Retrofit Project

#### Other Completed Seismic Retrofit Projects



## Toll Bridge Seismic Retrofit Program

### *San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary*

**Project Description:** The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

### SFOBB East Span Replacement Cost Summary (\$ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (07/2007)	2nd Quarter 2007 Forecast	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	518.5	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,172.8	1,293.0	-
SAS E2/T1 Foundations	313.5	-	313.5	236.5	313.5	-
SAS Superstructure	1,753.7	-	1,753.7	281.3	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	70.1	334.4	-
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
Oakland Touchdown	283.8	-	283.8	4.6	302.5	18.7
◆ OTD Submarine Cable				4.6	9.6	
◆ OTD Westbound				-	226.5	
◆ OTD Eastbound				-	62.0	
◆ OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	12.8	18.3	-
East Span Completed Projects	90.3	-	90.3	89.3	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.9	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.6	7.7	(24.1)
<b>TOTAL</b>	<b>5,486.6</b>	<b>179.2</b>	<b>5,665.8</b>	<b>2,425.4</b>	<b>5,674.7</b>	<b>8.9</b>

**SFOBB East Span Replacement Schedule Summary**

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-

*\*Contract schedules being further assessed due to changes in SAS schedule.*

**Project Status:** Construction is currently ongoing for the Skyway, YBI Detour, SAS E2/T1 Foundations, Stormwater Treatment Measures, OTD #1 (Westbound) and the OTD Submarine Cable contracts. Contracts in design include the OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. The OTD #1 project start date was August 22, 2007.

**Project Issues:** All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is in progress. The Risk Response Teams have focused attention on developing and executing risk response actions for their most significant risks. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

**Recent TBPOC Actions:** See the following contract detail pages for specific TBPOC actions on East Span contracts.



## Toll Bridge Seismic Retrofit Program

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project**► **SKYWAY CONTRACT**

**Contract Description:** The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

**Skyway Cost Summary (\$ Millions)**

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	167.4	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	1,172.8	1,293.0	-
<b>TOTAL</b>	<b>1,490.0</b>	<b>-</b>	<b>1,490.0</b>	<b>1,340.2</b>	<b>1,490.0</b>	<b>-</b>

Note: Details may not sum to totals due to rounding effects.

**Skyway Schedule Summary**

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

**Contract Status:** The Skyway contract is currently in construction and is 97% complete as of July 20, 2007. The eastbound and westbound structures are 100% complete with the erection of all segments. The eastbound polyester overlay has been completed. The deck grinding on the westbound is in progress. Other remaining work includes service platforms, electrical work, painting, and other punchlist work.

**Contract Issues:**

Issue	Mitigating Action
KFM issued 15 NOPC's on behalf of USI for welding issues related to the fabrication of the Steel Orthotropic Box Girders (SOBG).	USI completed the fabrication of the SOBG. All NOPC's filed were heard by the Dispute Review Board. Caltrans is evaluating USI's cost claims.

**Recent TBPOC Actions:** TBPOC approved CCO 104 S1 "Steel Painting" at the August, 2007 meeting.

## Contract Photographs



*Cable Conduits inside the Skyway*



*Skyway and E2 Looking East*

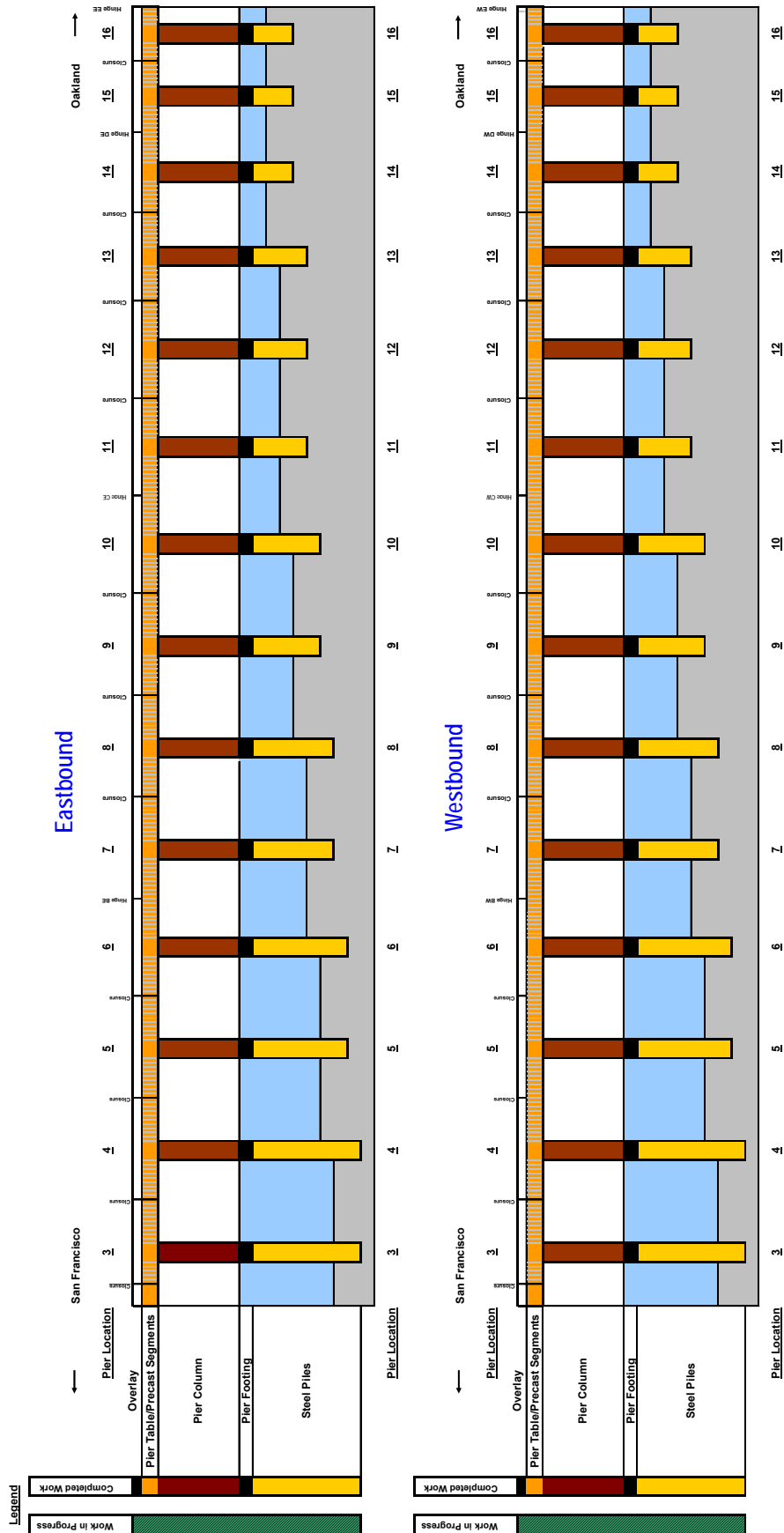


*Skyway Looking East*



*Hinge Pipe Beam inside the Skyway*

San Francisco-Oakland Bay Bridge East Span Replacement Project - Skyway Contract



## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

**Contract Description:** The Self-Anchored Suspension (SAS) E2/T1 Foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2. (See diagram pg. 14)

#### SAS E2/T1 Foundations Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(11.0)	41.5	22.9	41.5	-
Capital Outlay Construction	313.5	-	313.5	236.5	313.5	-
<b>TOTAL</b>	<b>366.0</b>	<b>(11.0)</b>	<b>355.0</b>	<b>259.4</b>	<b>355.0</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SAS E2/T1 Foundations Schedule Summary

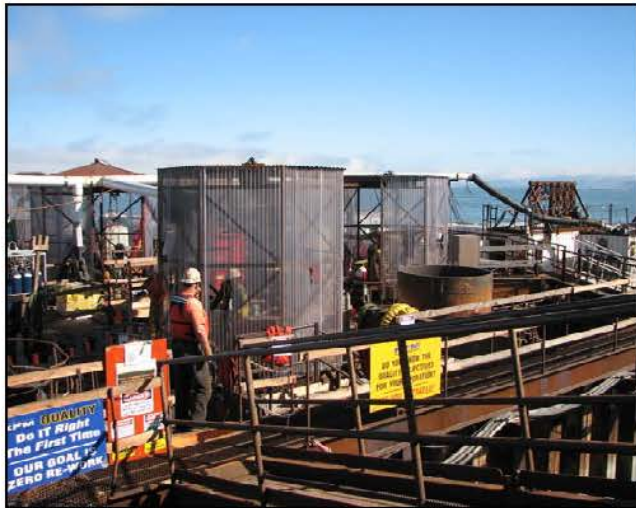
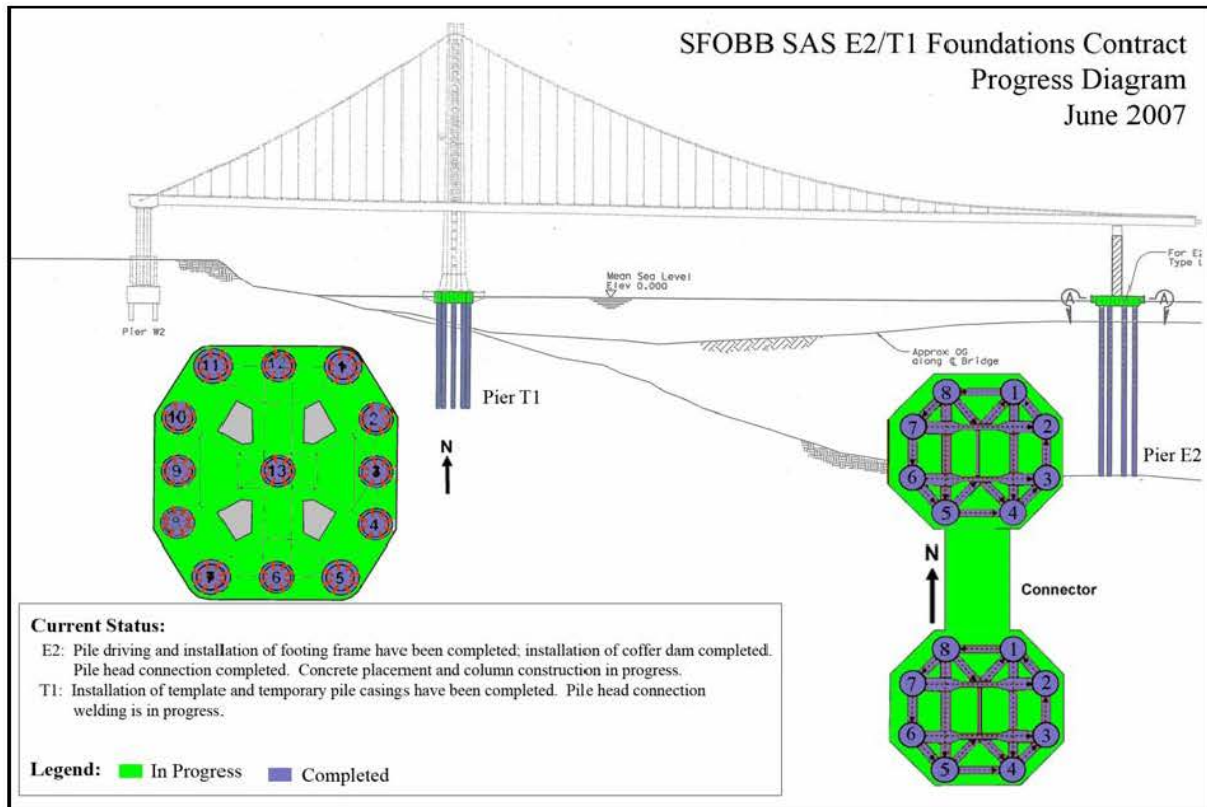
Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	March 2008	-

**Contract Status:** The contract is 85% complete as of July 20, 2007. On the SAS Marine Foundations Contract, all 13 rock sockets that tie the SAS tower foundation (T1) to bedrock have been installed. The T1 bottom slab concrete has been placed. Slot cutting and T1 pile head connection welding is in progress. At the E2 Foundation, all piles are complete. Welding of pile head connections of E2 is complete. Connector girder welding is complete. The first lift of the pier column concrete was placed at E2E. Interior concrete at E2W footing is in progress. Rebar cage assembly is complete for the E2W column.

Issue	Mitigating Action
The Contractor may potentially claim additional compensation for extra work for producing integrated shop drawings and changes from that process.	The Department is evaluating the issues and may forward the disputes to the DRB for resolution. Pending their findings, the Department may settle this dispute

**Recent TBPOC Actions:** None.

## Project Photographs



Pile Head Connection Welding at T1



Removal of Temporary Support at T1



## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

**Contract Description:** The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

#### SAS Superstructure Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	45.3	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	281.3	1,767.4	13.7
<b>TOTAL</b>	<b>1,968.3</b>	<b>-</b>	<b>1,968.3</b>	<b>326.6</b>	<b>1,982.0</b>	<b>13.7</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

**Contract Status:** The contract is 20% complete as of July 20, 2007. The contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), continues to mobilize staff to the field office at Pier 7. ABF and their subcontractors continue to prepare and submit requests for information and submittals for Caltrans review and response, including schedule updates. The schedule update for July 2007 was submitted and accepted. ABF has completed the design of the crane barge to be used to lift the heavy tower and deck sections. Barge fabrication is on going in Oregon and is expected to be completed by February 2008. Contractor continues setting falsework stringer beams and timber joists at Pier W2 on Yerba Buena Island. The fabricators for the temporary towers have been selected by the contractor.

The deck section mockup is scheduled for October 2007. The Hinge “K” Pipe Beam fabrication is in progress. In addition, the high strength pre-stressing rods for the Hinge “K” Pipe Beam have been manufactured. Work on the tower mock-up is in progress. A B4 Cable Band, which will be used for the friction test, was poured in the United Kingdom. The wire for the cable friction test will be fabricated in September, 2007.

Zhenhua Port Machinery Company (ZPMC) of Shanghai, China continues to set up their facilities to fabricate the steel tower and deck sections. ZPMC is preparing initial test mock-ups of the sections and plans to begin production fabrication later in 2007. The forecasted \$13.7 million increase in construction costs on the SAS contract, from the approved budget, reflects actions taken to encourage additional bidders on the contract.

**Contract Issues:**

Issue	Mitigating Action
Caltrans has identified the need for added resources to monitor work at the ZPMC steel fabrication facilities in China.	Caltrans and BATA are working together to set up facilities and to organize resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel, including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and identified conflicts, for which CCOs are to be prepared.

**Recent TBPOC Actions:** None

**Contract Photographs**

*SAS Falsework Erection at W2*



*SAS Falsework Erection at W2*

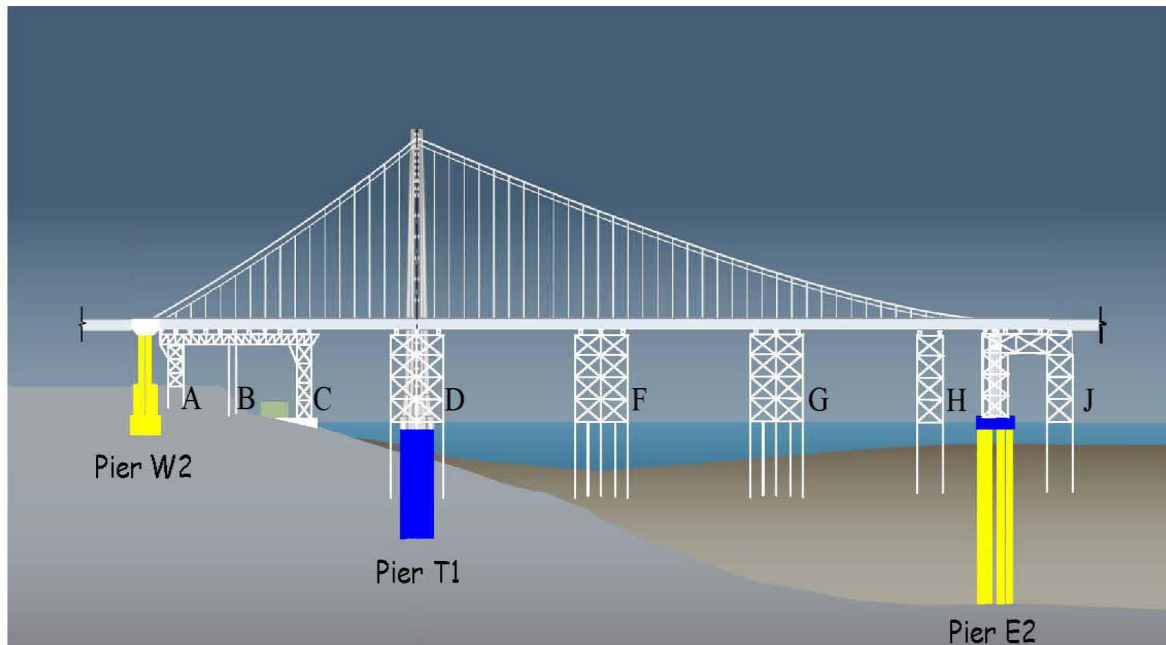





*SAS Temporary Stairway Erection at W2*

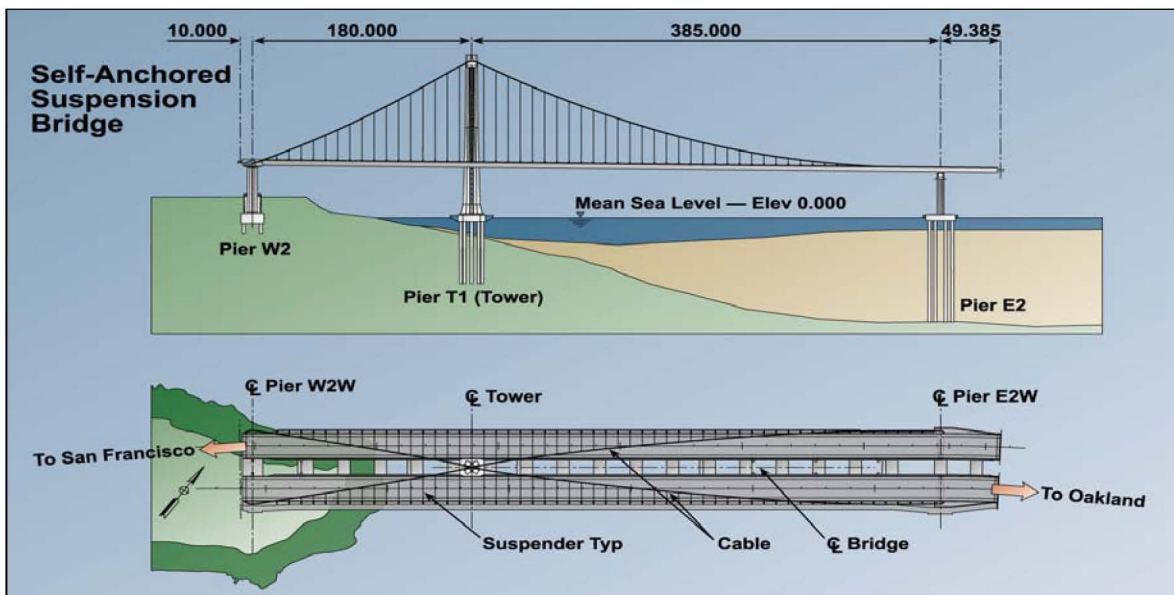


*SAS W2*

## SAS Superstructure Construction Progress



-  Field work to be completed
-  Field work in progress
-  Completed field work





## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► YERBA BUENA ISLAND (YBI)

##### • YBI DETOUR CONTRACT

**Contract Description:** The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

#### YBI Detour Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.5	10.0	39.5	26.1	39.5	-
Capital Outlay Construction	131.9	202.5	334.4	70.1	334.4	-
<b>TOTAL</b>	<b>161.4</b>	<b>212.5</b>	<b>373.9</b>	<b>96.2</b>	<b>373.9</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
YBI Detour *	July 2007	36	Jun 2010	June 2010	-

\* Contract schedule under assessment. See Contract Issues on the following page.

**Contract Status:** The YBI Detour Contract was awarded in early 2004 to construct a temporary detour structure providing for, at that time, a new bridge opening in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and design changes. The required suspension of work and design revisions has resulted in increased cost for the YBI Detour contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBI Detour contract is now forecast to be completed in 2010 in time for the revised opening date of the new bridge.

In addition to the revised contract completion date, the TBPOC approved on February 15, 2007 to advance foundation and retrofit work from the Yerba Buena Island Transition Structures (YBITS) contract to the YBI Detour contract. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project while making more effective use of the extended YBI Detour contract duration, and will enable potential acceleration of the SAS construction pending negotiation with American Bridge.

Advancing the transition structure work, completing the tie-in work under Caltrans' design, and pacing of the remaining YBI Detour work will result in an estimated \$180 million net increase in the project costs from the approved budget. The increase will be covered by the existing program contingency and will not increase the AB144 program budget.

Prior to the suspension, foundations for the temporary detour were nearly completed. Fabrication of the temporary viaduct in Korea is progressing. The contractor completed the foundation and column at pier W3 of YBITS and work is continuing on the foundation of W4 L&R and W6 L&R. The contractor has completed the roll-in deck structure. Steel fabrication of the Viaduct continues at Dongkuk S&C in Pohang, Korea. Rebar fabrication for bent 50 is in progress and the fabricator for the ETI has been selected by the contractor.

Caltrans and their contractor successfully rolled into place the precast replacement upper roadway deck section near the YBI tunnel. The work was completed 11 hours early during the full Bay Bridge closure over the Labor Day Weekend. Traffic impacts during the bridge closure were manageable and work is now continuing to demobilize the roll-in operation and to complete the detour viaduct.

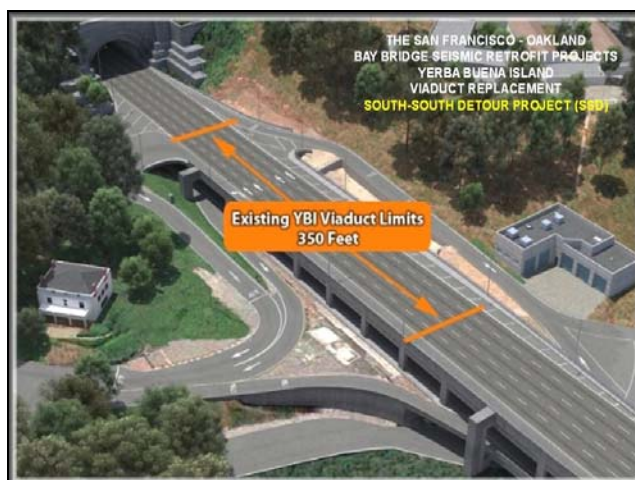
**Contract Issues:** None.

**Recent TBPOC Actions:** In June 2007, the TBPOC approved implementation of the Department's plan of action to complete the YBI Detour, including the approval of CCO's 76 S0 & S1, 84S1, 88S1, and 91S0.

**Contract Issues:**

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract, including the Labor Day Deck Roll-in, the advancement of YBI Transition Structure Work, design enhancements to the detour structure, and other work.	The Department has requested TBPOC approval of a plan of action to implement the changes.

## Contract Photographs



*Aerial of Existing YBI Viaduct*



*Aerial of New East Span*





*Early Stages of Demolition 7am 9/1/07*



*Seven Girders Removed 11am 9/01/07*



*Lifting of Two Girders 2pm 9/1/07*



*Loading Demolished Girder on the Truck 3pm 9/1/07*



*Lifting a North Edge Girder 5:30pm 9/2/07*



*Demolition of the Last Column 8pm 9/2/07*





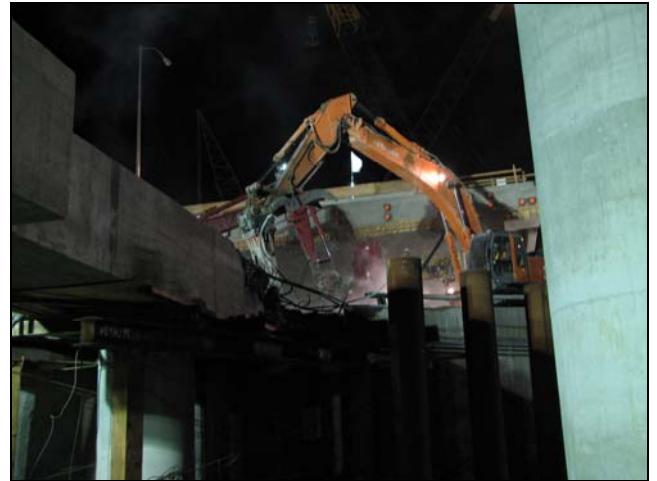
*Skid Tracks Laid for the Roll-in 1 12:30am 9/3/07*



*Rolling the New Structure 1:15am 9/3/07*



*Rolling the New Structure Looking North 1:30am 9/3/07*



*Demo of Beam Skid Track on the Ramp at Dawn 9/3/07*



*Demo of the Skid Beam on the Ramp 9/3/07 Early Morning*



*Closure Pour on the East Side 9/3/07 Early Morning*

## Toll Bridge Seismic Retrofit Program

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project**► **YERBA BUENA ISLAND (YBI)**● **YBI TRANSITION STRUCTURE CONTRACTS**

**Contract Description:** The YBI Transition Structure contracts will construct the mainline YBI transition structures (YBITS) that will connect the SAS portion of the new bridge to the existing YBI tunnel. YBITS #1 will construct the mainline approach structure from the new bridge to the YBI tunnel. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI, and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI Landscaping Contract will restore slopes and vegetation in areas affected by YBI construction.

**YBI Transition Structure Cost Summary (\$ Millions)**

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Transition Structure						
Capital Outlay Support	78.7	-	78.7	14.9	78.7	-
Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
<b>TOTAL</b>	<b>378.0</b>	<b>(23.2)</b>	<b>354.8</b>	<b>14.9</b>	<b>354.8</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

**YBI Transition Structure Schedule Summary**

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

**Contract Status:** In February 2007, the TBPOC approved a plan to accelerate portions of the YBITS work by adding it to the YBI Detour Contract. The new forecast for the YBITS contract excluding the advance work is \$276.1 million which is a net reduction of \$23.2 million from the AB 144/SB 66 budget. Caltrans is preparing the remaining portion of the YBITS contract for advertisement in 2008. See the YBI Detour Contract Status on page 18 for more information.

**Contract Issues:** None.

**Recent TBPOC Actions:** In February 2007, the TBPOC approved a plan to accelerate YBITS work on the YBI Detour contract.

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OAKLAND TOUCHDOWN

##### ● OAKLAND TOUCHDOWN SUBMARINE CABLE RELOCATION CONTRACT

**Contract Description:** The OTD Submarine Cable Contract will replace the existing submarine electrical cable from Oakland to Treasure Island, and will be completed ahead of OTD Contract No. 1 to avoid possible construction conflicts.

#### Oakland Touchdown Submarine Cable Relocation Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
OTD Submarine Cable						
Capital Outlay Support	-	-	-	0.7	3.0	-
Capital Outlay Construction	-	-	-	4.6	9.6	-
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>12.6</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.*

#### Oakland Touchdown Submarine Cable Relocation Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-

#### Contract Status:

Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available programs funds has been made available by the Treasure Island Development Authority. The cable was completely installed and energized in late July and the contractor is now de-mobilizing.

**Contract Issues:** There is one outstanding NOPC that was filed by the contractor in relation to “Excess Debris” while laying the cables.

**Recent TBPOC Actions:** None.





*Installation of Cable #1*



*Lowering of Cable #1*

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OAKLAND TOUCHDOWN

##### • OAKLAND TOUCHDOWN #1 CONTRACT

**Contract Description:** The Oakland Touchdown #1 Contract includes construction of all marine foundations, and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This contract also constructs the electrical substation and the eastbound detour roadway. Traffic will not be placed on the detour until later during OTD #2.

#### Oakland Touchdown #1 Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Oakland Touchdown #1						
Capital Outlay Support	-	-	-	4.5	49.9	-
Capital Outlay Construction	-	-	-	-	226.5	-
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>	<b>276.4</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.*

#### Oakland Touchdown #1 Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
Oakland Touchdown #1	-	-	Jan 2010	Jan 2010	-

**Contract Status:** The contract was awarded to MCM construction on July 17, 2007. The first working day of the contract was August 22, 2007. Based on an A & B contract requirement, with a 650 plus 160, or 810 days contract duration, the contract completion date is November 8, 2009. The interim 120-day schedule was submitted on August 23, 2007 and a response letter containing the Department's review comments was issued to the Contractor on September 4, 2007. The baseline CPM schedule was submitted electronically on Friday, September 7, 2007. The Department is currently reviewing various Contractors' submittals, which include the SWPPP. Once the SWPPP is approved, the Contractors can start their field work operations. The Contractor is also planning to build the project from land in lieu of marine access. The Contractor has submitted a request to amend the BCDC permit to increase the area of the trestle allowed.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.



## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OAKLAND TOUCHDOWN

##### • OAKLAND TOUCHDOWN #2 CONTRACTS

**Contract Description:** The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new SAS.

#### Oakland Touchdown #2 Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	-	-	-	0.4	17.2	-
Capital Outlay Construction						
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical Systems	-	-	-	-	4.4	-
<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.4</b>	<b>83.6</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.*

#### Oakland Touchdown #2 Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
Oakland Touchdown #2	-	-	November 2014	November 2014	-

**Contract Status:** Design work for the structures portion of OTD Contract No. 2 is substantially complete. The contract will be advertised in 2010 in time for opening the SAS in the eastbound direction. Determination of contract scope for the Oakland Touchdown Electrical Systems is underway. Caltrans is also considering the option of incorporating this work into the Oakland Touchdown #2 contract.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OTHER MAJOR CONTRACTS

**Contract Description:** Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for storm water runoff treatment at the SFOBB toll plaza and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

#### Other Major Contracts Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	238.8	2.0	240.8	47.8	258.5	17.7
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	12.8	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	12.8	240.3	(17.2)
<b>TOTAL</b>	<b>493.0</b>	<b>5.3</b>	<b>498.3</b>	<b>60.6</b>	<b>498.8</b>	<b>0.5</b>

*Note: Details may not sum to totals due to rounding effects.*

#### Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

#### Contract Status:

**Stormwater Treatment Measures:** The contract is 86% complete as of July 20, 2007. Current work includes installation of drainage systems, irrigation lines, metal beam guardrails, pump station electrical work, restoring highway lighting and construction of the Bioretention basins.

**Bridge Demolition:** Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The \$17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Issue	Mitigating Action
The Contractor has encountered problems with unsuitable materials and the need to upgrade electrical equipment to meet the pumping requirements of the contract.	The Department has sought supplemental contract funds to cover additional project risks, including the delays from the Maze Collapse, the unsuitable materials, and the upgrade of the electrical systems.

**Recent TBPOC Actions:** In June 2007, the TBPOC approved a supplemental fund request by the Department to increase the contract budget to \$18.3 million from available “Other Budgeted Capital” funds.



*Basin at Location 2*



*Basin Location 5*



*Pump Station -3B*

## Toll Bridge Seismic Retrofit Program

### San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

#### ► OTHER COMPLETED CONTRACTS AND RELATED WORK

**Summary Description:** Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

#### Other Contracts and Related Work Cost Summary (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.9	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.3	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.3	90.3	-
<b>TOTAL</b>	<b>389.7</b>	<b>(1.0)</b>	<b>388.7</b>	<b>337.2</b>	<b>388.7</b>	

*Note: Details may not sum to totals due to rounding effects.*

#### Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI - USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

**Summary Status:** Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

## Toll Bridge Seismic Retrofit Program

### *San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project*

**Project Description:** The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5<sup>th</sup> Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

#### SFOBB West Approach Replacement Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	95.7	120.0	-
Capital Outlay Construction	309.0	-	309.0	249.8	309.0	-
<b>TOTAL</b>	<b>429.0</b>	<b>-</b>	<b>429.0</b>	<b>345.5</b>	<b>429.0</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

#### SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	August 2009	-

**Project Status:** Construction is 82% complete as of July 20, 2007. Seismic retrofit construction is continuing throughout the project. The rebuilding of the new EB 80 structure is in progress with column installation that will continue throughout the summer with falsework installation to follow. An extensive public outreach effort continues and will be necessary until the spring of 2008 for the construction of the EB80 adjacent to the Stillman Street area. The Harrison Off ramp deck was completed in July 2007 and falsework will be removed in August 2007. Frame 7U temporary supports and falsework will continue through September 2007 and work on Frame 6U to follow. Materials are being procured and fabricated for the Frame 8L isolation casing.

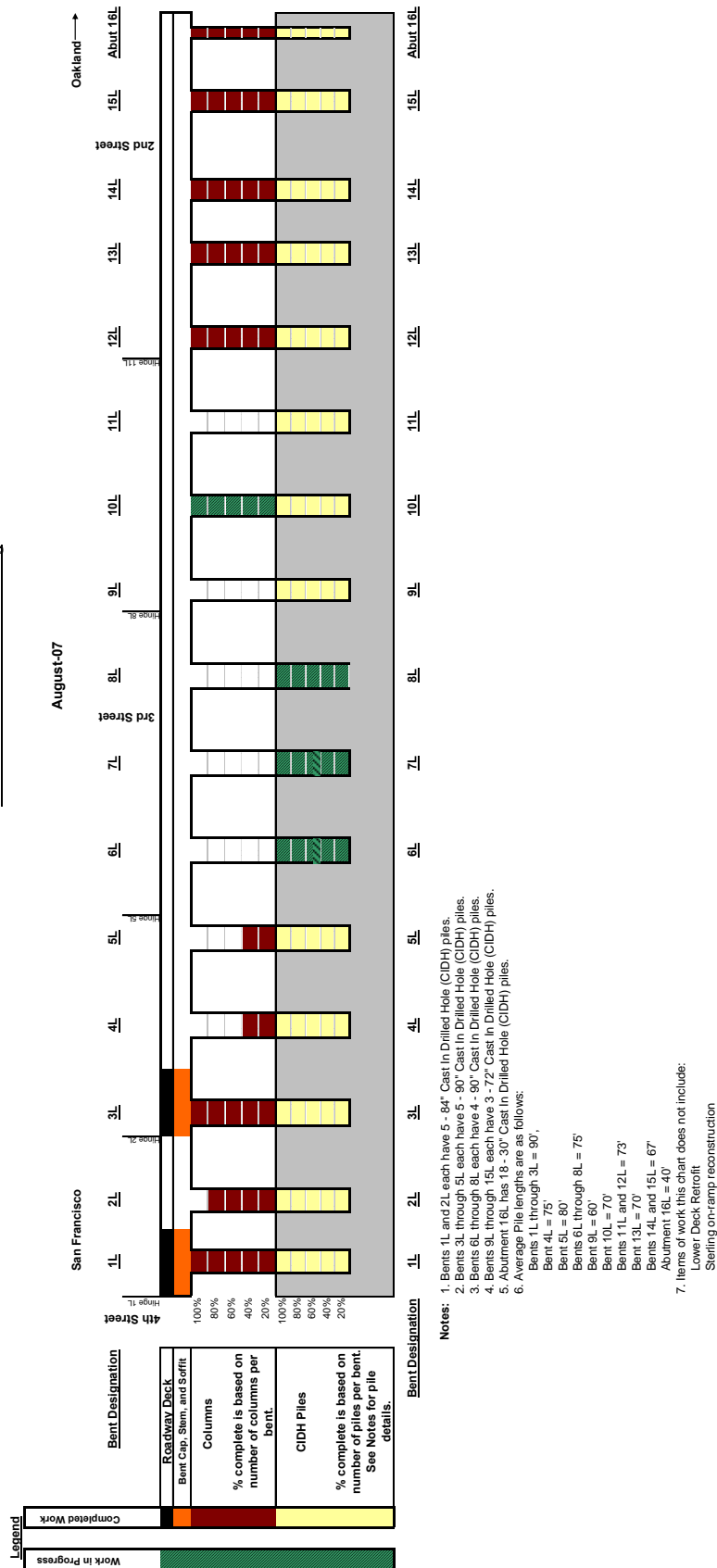
#### Project Issues:

Issue	Mitigating Action
Modification of the isolation casings for Frame 8L is being redesigned to address constructability issues with the jacking platform.	The Department is proceeding with the procurement and fabrication of materials for the isolation casings of Frame 8L in order to mitigate any impact to the project schedule.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

**SFOBB West Approach Retrofit Progress Diagram**  
**Mainline Eastbound 80 Rebuilding**







West Approach Project –Aerial View



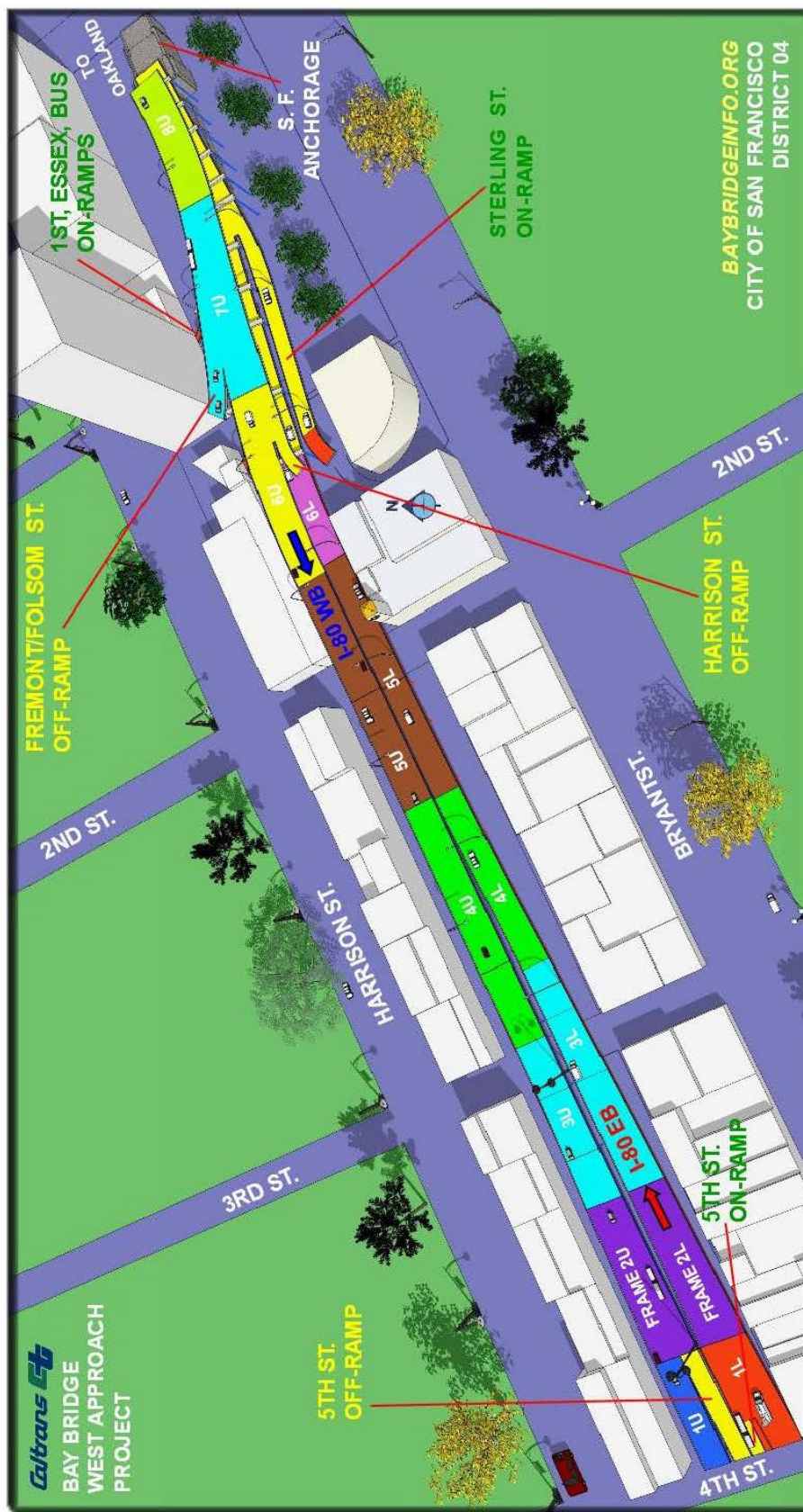


West Approach Stillman St.



West Approach Interim I-80 WB





## Toll Bridge Seismic Retrofit Program

### Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

**Project Description:** The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report.)

#### RSRB Seismic Retrofit Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.5	127.0	-
Capital Outlay Construction & Right-of-Way	780.0	(82.0)	698.0	666.2	698.0	-
<b>TOTAL</b>	<b>914.0</b>	<b>(89.0)</b>	<b>825.0</b>	<b>792.7</b>	<b>825.0</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects.*

\* The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded \$16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.

#### RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Lot	NA	-	September 2007	August 2007	-1

**Project Status:** The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of \$89 million was transferred to the program contingency in October 2006.

Construction work on the Public Access Project was completed in August 2007 and the lot was opened to public use.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.





## Toll Bridge Seismic Retrofit Program

### Other Completed Seismic Retrofit Projects

**Summary Description:** Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in Southern California.

### Other Completed Seismic Retrofit Projects Cost Summary (\$ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
<b>TOTAL</b>	<b>925.4</b>	<b>-</b>	<b>925.4</b>	<b>917.5</b>	<b>925.4</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.*

### Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

**Summary Status:** Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above includes allowances for minor project closeout costs.

**Contract Issues:** None.

**Recent TBPOC Actions:** None.

## Toll Bridge Seismic Retrofit Program

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### *Other Toll Bridges*

#### **Dumbarton and Antioch Bridges**

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The Route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the Route is near 70,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 km to the east of the bridge.

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The Bridge carries a single lane of traffic in each direction. The AADT for the Route is slightly over 10,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone, and the San Andreas Fault.

#### **Cost and Schedule**

A preliminary cost estimate, schedule, and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. The preliminary estimate and schedule were developed as a baseline assuming a complete geotechnical and geophysical investigation is required at each bridge.

#### **Current Progress**

These bridges are currently being evaluated for seismic safety and post-earthquake performance. Work is underway in three specific areas: seismology, geology and geotechnical engineering, and bridge structural engineering.

In June 2006, BATA approved \$17.8 million in funding to proceed with the comprehensive seismic analysis of the bridges. By September 2006, BATA entered into contract with a geotechnical and geophysical consultant to evaluate the bridges.

Work in the area of seismology is defining the seismic ground motions used for design. Recommended Safety Evaluation (SE) level motions have been developed for both bridges and are currently under review by an external and independent Seismic Safety Peer Review Panel (SSPRP). SE motions represent future large earthquakes. Work in this area to be completed in the near future includes finalizing the SE motions, developing lower level Functional Evaluation (FE) motions, and multiple earthquake time-histories that can be used in the checking phase of the projects. Draft reports have been released. The SE motions were reviewed by the Toll Bridge Seismic Safety Peer Review Panel on June 14, 2007.

Work in the area of geology and geotechnical engineering includes field drilling and studying of soil samples to identify soil types, locations, and engineering properties. This work supports work in defining how the soil at the bridge sites move during earthquakes and how the rigidly the bridge's foundations are held in the soil. The drilling operations are complete at both bridge sites; information is being shared with the seismologic team and the bridge structure team. Draft reports have been released.

Work in the area of bridge structural engineering is underway for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, reducing that information for use in computer models of the bridges, and initiating early computational runs of the models. Geological, geotechnical, and seismological information from the work areas mentioned previously is being incorporated into the bridge evaluations. The design team is currently analyzing the design of the existing structures. Caltrans is also working with the Peer Review Committee to obtain approval of the proposed design.





## PROJECT / CONTRACT REPORTS

### Regional Measure 1 Program

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#### New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

#### New Carquinez Bridge Project

#### Richmond-San Rafael Bridge Deck Overlay Project

#### Interstate 880 / State Route 92 Interchange Reconstruction

#### Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

## Regional Measure 1 Program

**New Benicia-Martinez Bridge Project Summary**

**Project Description:** The new Benicia-Martinez Bridge project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

**New Benicia-Martinez Bridge Project Cost Summary (\$ Millions)**

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	36.5	193.6	173.3	189.1	(4.5)
Right-of-Way and Others	20.4	(0.1)	20.3	12.3	20.3	-
Capital Outlay						-
New Bridge	672.0	100.9	772.9	746.7	772.9	-
I-680/I-780 Interchange Replacement	76.3	22.5	98.8	95.5	98.8	-
I-680/Marina Vista Interchange Reconstruction	51.5	8.1	59.6	56.1	59.6	-
New Toll Plaza	24.3	2.0	26.3	22.9	26.3	-
Existing Bridge & Interchange Modifications	17.2	43.8	61.0	-	61.0	-
Other	20.3	(1.3)	19.0	15.3	19.0	-
Project Reserve	20.8	1.7	22.5	-	27.0	4.5
<b>TOTAL</b>	<b>1,059.9</b>	<b>214.1</b>	<b>1,274.0</b>	<b>1,122.1</b>	<b>1,274.0</b>	<b>-</b>

Note: Details may not sum to totals due to rounding effects.

\* The budget and estimate at completion includes approximately \$33 million in non-toll bridge funds (Proposition 192 and SHOPP).

**New Benicia-Martinez Bridge Project Schedule Summary**

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	December 2007	-
Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

\*See page 45 for an explanation of change in schedule forecast.

**Project Status:** The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes.

With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds. Remaining work includes punchlist and final electrical items on the New Bridge and I-680/I-780 Interchange contracts which **are expected to be completed by the end of the year**. A contract to modify the existing bridge to carry southbound Interstate 680 traffic only and a bicycle/pedestrian lane has been advertised with a bid opening scheduled for early October 2007. **However, a possible bid-opening extension period is being considered due to prospective bidders' requests for additional time to prepare their respective bid proposals.**

**Project Issues:** See Project Status.

**Recent TBPOC Actions:** See the following contract detail pages for more information.

## Project Photographs



*The New Toll Plaza Building*



*The New Bridge*



*New Benicia Toll Plaza*

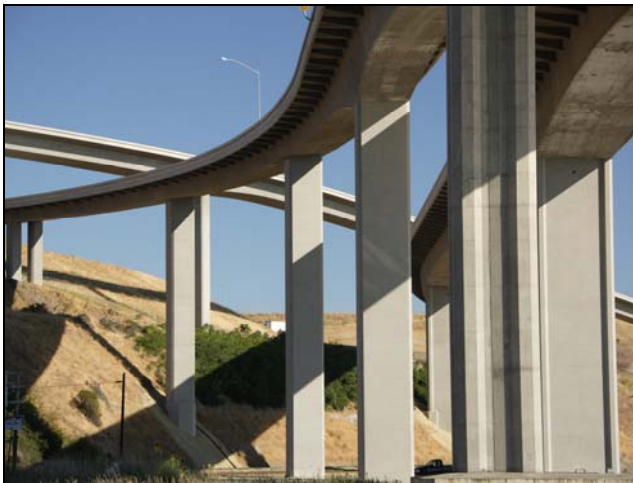




*Congressman Miller Crossing the New Bridge and Entering Toll Plaza*



*Vintage Fire Truck Crossing Bridge*



*Under the New Bridge*



*Band playing at the Bridge Opening Ceremony*



*The New Deck Looking South*



*The New Bridge Looking North*

## Regional Measure 1 Program

### New Benicia-Martinez Bridge Project

#### ► NEW BENICIA-MARTINEZ BRIDGE CONTRACT

**Contract Description:** The new bridge contract contains a new cast-in-place segmentally constructed reinforced concrete bridge just east of the existing bridge. The new bridge carries five lanes of northbound I-680 traffic towards Benicia.

#### New Benicia-Martinez Bridge Cost Summary (\$ Millions)

Contract	BATA Budget (07/2006)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
New Benicia-Martinez Bridge						
Capital Outlay Support	84.9	7.7	92.6	88.4	89.8	(2.8)
Capital Outlay Construction	672.0	100.9	772.9	746.7	772.9	-
<b>TOTAL</b>	<b>756.9</b>	<b>108.6</b>	<b>865.5</b>	<b>835.1</b>	<b>862.7</b>	<b>(2.8)</b>

Note: Details may not sum to totals due to rounding effects.

#### New Benicia-Martinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-

**Contract Status:** The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds. Remaining work includes punchlist and final electrical items on the New Bridge that are expected to be completed by the end of this year.

**Contract Issues:** None

**Recent TBPOC Actions:** None.

**Contract Photographs**

*Looking North from the New Benicia-Martinez Bridge at the Newly Installed Overhead Sign<sup>1</sup>*



*The New Benicia Toll Plaza*

## Regional Measure 1 Program

### New Benicia-Martinez Bridge Project Summary

#### ► OTHER CONTRACTS AND RELATED PROJECT ACTIVITIES

**Contract Description:** Contracts related to the new Benicia-Martinez Bridge project involve the construction of a new toll plaza south of the new bridge in Contra Costa County, which features the Bay Area's first Open-Road Tolling (ORT) FasTrak Express lanes, a high-occupancy vehicle (HOV) bypass lane, and the reconstruction of the I-680/Marina Vista Road and I-680/I-780 interchanges.

#### Other Contracts and Related Activities Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	72.2	28.8	101.0	84.9	99.3	(1.7)
Right-of-Way and Environmental Mitigation	20.4	(0.1)	20.3	12.3	20.3	-
Capital Outlay Construction						-
I-680/I-780 Interchange Replacement	76.3	22.5	98.8	95.5	98.8	-
I-680/Marina Vista Interchange	51.5	8.1	59.6	56.1	59.6	-
New Toll Plaza	24.3	2.0	26.3	22.9	26.3	-
Existing Bridge & Interchange	17.2	32.8	50.0	-	50.0	-
Others	20.3	(1.3)	19.0	15.3	19.0	-
Total Capital Outlay Construction	189.6	64.1	253.7	189.8	253.7	-
<b>TOTAL</b>	<b>282.2</b>	<b>92.8</b>	<b>375.0</b>	<b>287.0</b>	<b>373.3</b>	<b>(1.7)</b>

Note: Details may not sum to totals due to rounding effects.

#### Other Contracts and Related Activities Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	December 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-



## Contract Status:

**Toll Plaza and Administration Building:** The contract is 100% complete based on contractor payment. The Contractor has completed all work on the Operations Building, Toll Plaza and Courtyard. The Plant Establishment Period ended on May 14, 2007. The contract was accepted on May 18, 2007 and the Proposed Final Estimate (PFE) has been issued. The Contractor has submitted their response to the PFE, which is currently being reviewed by Caltrans. A number of claims that have been filed by the Contractor remain to be resolved.

**I-680/I-780 Interchange:** The contract is approximately 99% complete based on the current revised schedule. To-date, all of the bridge structures are substantially complete. Final electrical work for the new Benicia-Martinez Bridge and the interchange is expected to be complete by November 30, 2007.

**I-680/Marina Vista Interchange:** The contract is 100% complete as of May 12, 2006, and has been accepted by Caltrans. Caltrans and the contractor have resolved all issues for the final payment for work on the contract and the final estimate was issued to the Contractor on April 23, 2007.

**Wetland Mitigation:** The contract is 100% complete. The Contract Completion Acceptance (CCA) was submitted to Caltrans Headquarters for their approval on March 3, 2006. The Proposed Final Estimate (PFE) has been reviewed and accepted by the Contractor.

**Existing Bridge & Interchange Modification Contract:** The bid document was advertised on August 6, 2007 with the bid opening date scheduled by October 3, 2007. However, a bid opening extension is currently being considered, due to bidders' request for additional time to prepare their bid proposals. This will be included in an addendum that is being prepared to correct errors and omissions in the contract documents. This construction contract will have duration of 2 years and the cost of the rehabilitation work will be funded from the project contingency.

**Recent TBPOC Actions:** None



*On the New Benicia-Martinez Looking North*



*Benicia-Martinez Looking South*

## Regional Measure 1 Program

### New Carquinez Bridge Project

**Project Description:** The new Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

### New Carquinez Bridge Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(0.2)	124.2	120.5	122.4	(1.8)
Capital Outlay Construction						-
Replacement Bridge	253.3	4.0	257.3	255.9	257.3	-
South Interchange	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge	35.2	-	35.2	28.6	35.2	-
Other	29.3	(0.8)	28.5	25.2	28.5	-
Project Reserve	12.1	(3.0)	9.1	-	0.9	(8.2)
<b>TOTAL</b>	<b>528.2</b>	<b>-</b>	<b>528.2</b>	<b>502.1</b>	<b>518.2</b>	<b>(10.0)</b>

*Note: Details may not sum to totals due to rounding effects.*

### New Carquinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	September 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

\* The date shown is for the opening of the bridge to traffic.

**Project Status:** The new replacement bridge and all its approaches have been completed and opened to traffic in November 2003. The demolition contract to remove the 1927 bridge, which was awarded in April 2005, is approximately 87% complete based on schedule. However, based on payment, this contract is 92% complete, as the biggest pay item in the contract is the 1958 bridge approach deck replacement, which was completed in November 2005. The removal of the entire 1927 bridge (Main Truss) was completed this month. Other remaining work to be done include installation of the Austin Vault Sand Filter, and removal of the base and surfacing in the median south of the approach. Realignment of the local Wanda Street and the construction of the new bike path is on going until November 2007.

**Project Issues:** None

**Project Diagram and Photographs:**

*Looking at the North End of the Old Carquinez Bridge*



*The Old Footing of the Middle of the Bridge (unit 4)*



*On the New Carquinez Bridge Looking South*



*Looking South from the New Carquinez Bridge*

## Regional Measure 1 Program

### Interstate 880/State Route 92 Interchange Reconstruction Project

**Project Description:** Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

#### Interstate 880/State Route 92 Interchange Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	32.4	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way	9.9	5.1	15.0	8.3	15.0	-
Project Reserve	0.3	19.7	20.0	-	20.0	-
<b>TOTAL</b>	<b>133.8</b>	<b>111.2</b>	<b>245.0</b>	<b>40.7</b>	<b>245.0</b>	<b>-</b>

*Note: Details may not sum to totals due to rounding effects. \$9.6 million in ACTA funds included under Capital Outlay Construction. \$3.0 million included in Capital Outlay Construction and \$1.0 million in Capital Outlay Support for separate landscape contract.*

#### Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (08/2007)	Contract Complete Schedule Forecast (08/2007)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

**Project Status:** Contract bids were opened on June 27, 2007. This is an A+B contract. The Engineer's Estimate was \$122.5 million (A) and 1,100 working days at \$14,600/day (B). Three bids were submitted. The apparent low bid was submitted by Joint Venture of FCI Constructors, Inc. and Granite Construction with an A+B bid of \$150.3 million, (\$138.4 million and 813 days). The second low bidder was MCM Construction, Inc. at \$161.3 million (\$147.4 million and 950 days) followed by De Silva Gates Construction at \$168.0 million (\$154.9 million and 900 days).

Using the low bid figure of \$138.4 million, the total contract amount (including supplemental work, State Furnished Materials and 5% contingencies) is \$151.1 million. The contract was awarded on August 28, 2007. Construction is expected to begin in September 2007. Using 813 working days and factoring in weather inclement days, construction duration is expected to be less than four years. Therefore, the June 2011 completion date is current.

On July 25, 2007, BATA took action to increase the total project budget to \$245 million, a \$121 million increase. BATA has been anticipating the increase and has sufficient funding to cover it. While BATA has taken action to allocate funds to award the construction contract, the award of the contract has been delayed due to the late State budget that needs to provide additional reimbursed work authority to the Department. On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to a joint venture of FCI and Granite Construction for \$138.4 million.



**Project Photographs:**

*Interstate 880/State Route 92 Interchange  
BEFORE*



*Interstate 880/State Route 92 Interchange  
AFTER*

## Regional Measure 1 Program

### Other Completed Regional Measure 1 (RM1) Projects

**Summary Description:** Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; and (f) Richmond-San Rafael Bridge Deck Overlay Project.

### Other Completed RM1 Projects Cost Summary (\$ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (08/2007)	Cost To Date (07/2007)	Cost Forecast (08/2007)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	212.4	(5.4)
Bayfront Expressway Widening Project	36.1	-	36.1	33.3	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSR Deck Overlay	25.0	-	25.0	19.6	25.0	-
<b>TOTAL</b>	<b>390.7</b>	<b>-</b>	<b>390.7</b>	<b>365.9</b>	<b>380.2</b>	<b>(10.5)</b>

### Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006

**Project Status:** Construction has been completed on the above listed contracts.

**Project Issues:** None.

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## APPENDICES

- A** Toll Bridge Seismic Retrofit Program:  
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost  
Detail
- B** Toll Bridge Seismic Retrofit Program Cost Detail
- C** Toll Bridge Seismic Retrofit Program Summary Schedule
- D** Regional Measure 1 Program Cost Detail
- E** Regional Measure 1 Program Summary Schedule

*\* Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

## Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail**

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>San Francisco-Oakland Bay Bridge East Span Replacement Project</b>							
<b>East Span - Skyway</b>	<b>01202X</b>						
Capital Outlay Support		197.0	-	197.0	167.4	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	1,172.8	1,293.0	-
<b>Total</b>		1,490.0	-	1,490.0	1,340.2	1,490.0	-
<b>East Span - SAS E2/T1 Foundations</b>	<b>0120EX</b>						
Capital Outlay Support		52.5	(11.0)	41.5	22.9	41.5	-
Capital Outlay Construction		313.5	-	313.5	236.5	313.5	-
<b>Total</b>		366.0	(11.0)	355.0	259.4	355.0	-
<b>East Span - SAS Superstructure</b>	<b>0120FX</b>						
Capital Outlay Support		214.6	-	214.6	45.3	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	281.3	1,767.4	13.7
<b>Total</b>		1,968.3	-	1,968.3	326.6	1,982.0	13.7
<b>SAS W2 Foundations</b>	<b>0120CX</b>						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
<b>Total</b>		36.4	-	36.4	35.0	36.4	-
<b>YBI Detour</b>	<b>0120RX</b>						
Capital Outlay Support		29.5	10.0	39.5	26.1	39.5	-
Capital Outlay Construction		131.9	202.5	334.4	70.1	334.4	-
<b>Total</b>		161.4	212.5	373.9	96.2	373.9	-
<b>YBI Transition Structures</b>	<b>0120PX</b>						
Capital Outlay Support		78.7	-	78.7	14.9	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
<b>Total</b>		378.0	(23.2)	354.8	14.9	354.8	-
<b>Oakland Touchdown (see notes below)</b>	<b>01204X</b>						
Capital Outlay Support		74.4	-	74.4	25.5	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	4.6	302.5	18.7
<b>Total</b>		358.2	-	358.2	30.1	394.6	36.4
<b>* OTD Submarine Cable</b>	<b>0120K4</b>						
Capital Outlay Support					0.7	3.0	
Capital Outlay Construction					4.6	9.6	
<b>Total</b>					5.3	12.6	
<b>* OTD No. 1 (Westbound)</b>	<b>0120L4</b>						
Capital Outlay Support					4.5	49.9	
Capital Outlay Construction					-	226.5	
<b>Total</b>					4.5	276.4	
<b>* OTD No. 2 (Eastbound)</b>	<b>0120M4</b>						
Capital Outlay Support					0.3	15.8	
Capital Outlay Construction					-	62.0	
<b>Total</b>					0.3	77.8	
<b>* OTD Electrical Systems</b>	<b>0120N4</b>						
Capital Outlay Support					0.1	1.4	
Capital Outlay Construction					-	4.4	
<b>Total</b>					0.1	5.8	

Notes: Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

\*Current contract allotment to install two submarine electrical cables is \$11.5 million. Additional non-program funding to support this allocation beyond the \$9.6 million of available programs funds has been made available by the Treasure Island Development Authority

Note: Details may not sum to totals due to rounding effects.

## Appendix A: Toll Bridge Seismic Retrofit Program (\$ Millions)

**San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)**

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Existing Bridge Demolition</b>	<b>01209X</b>						
Capital Outlay Support		79.7	-	79.7	0.3	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
<b>Total</b>		318.9	-	318.9	0.3	301.7	(17.2)
<b>YBI/SAS Archeology</b>	<b>01207X</b>						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
<b>Total</b>		2.2	-	2.2	2.2	2.2	-
<b>YBI - USCG Road Relocation</b>	<b>0120QX</b>						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
<b>Total</b>		6.0	-	6.0	5.5	6.0	-
<b>YBI - Substation and Viaduct</b>	<b>0120GX</b>						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
<b>Total</b>		18.1	-	18.1	17.7	18.1	-
<b>Oakland Geofill</b>	<b>01205X</b>						
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
<b>Total</b>		10.7	-	10.7	10.7	10.7	-
<b>Pile Installation Demonstration Project</b>	<b>01208X</b>						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.3	9.2	-
<b>Total</b>		11.0	-	11.0	11.1	11.0	-
<b>Stormwater Treatment Measures</b>	<b>0120JX</b>						
Capital Outlay Support		6.0	2.0	8.0	7.1	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	12.8	18.3	-
<b>Total</b>		21.0	5.3	26.3	19.9	26.3	-
<b>Right-of-Way and Environmental Mitigation</b>	<b>0120X9</b>						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.9	72.4	-
<b>Total</b>		72.4	-	72.4	38.9	72.4	-
	<b>04343X &amp; 04300X</b>						
<b>Sunk Cost - Existing East Span Retrofit</b>							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
<b>Total</b>		70.3	-	70.3	70.3	70.3	-
<b>Other Capital Outlay Support</b>							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
<b>Total</b>		162.6	(1.0)	161.6	145.8	161.6	-
<b>Subtotal Capital Outlay Support</b>		959.4	-	959.4	518.5	977.1	17.7
<b>Subtotal Capital Outlay Construction</b>		4,492.1	182.5	4,674.6	1,906.3	4,689.9	15.2
<b>Other Budgeted Capital</b>		35.1	(3.3)	31.8	0.6	7.7	(24.1)
<b>Total SFOBB East Span Replacement Project</b>		<b>5,486.6</b>	<b>179.2</b>	<b>5,665.8</b>	<b>2,425.4</b>	<b>5,674.7</b>	<b>8.9</b>

Note: Details may not sum to totals due to rounding effects.

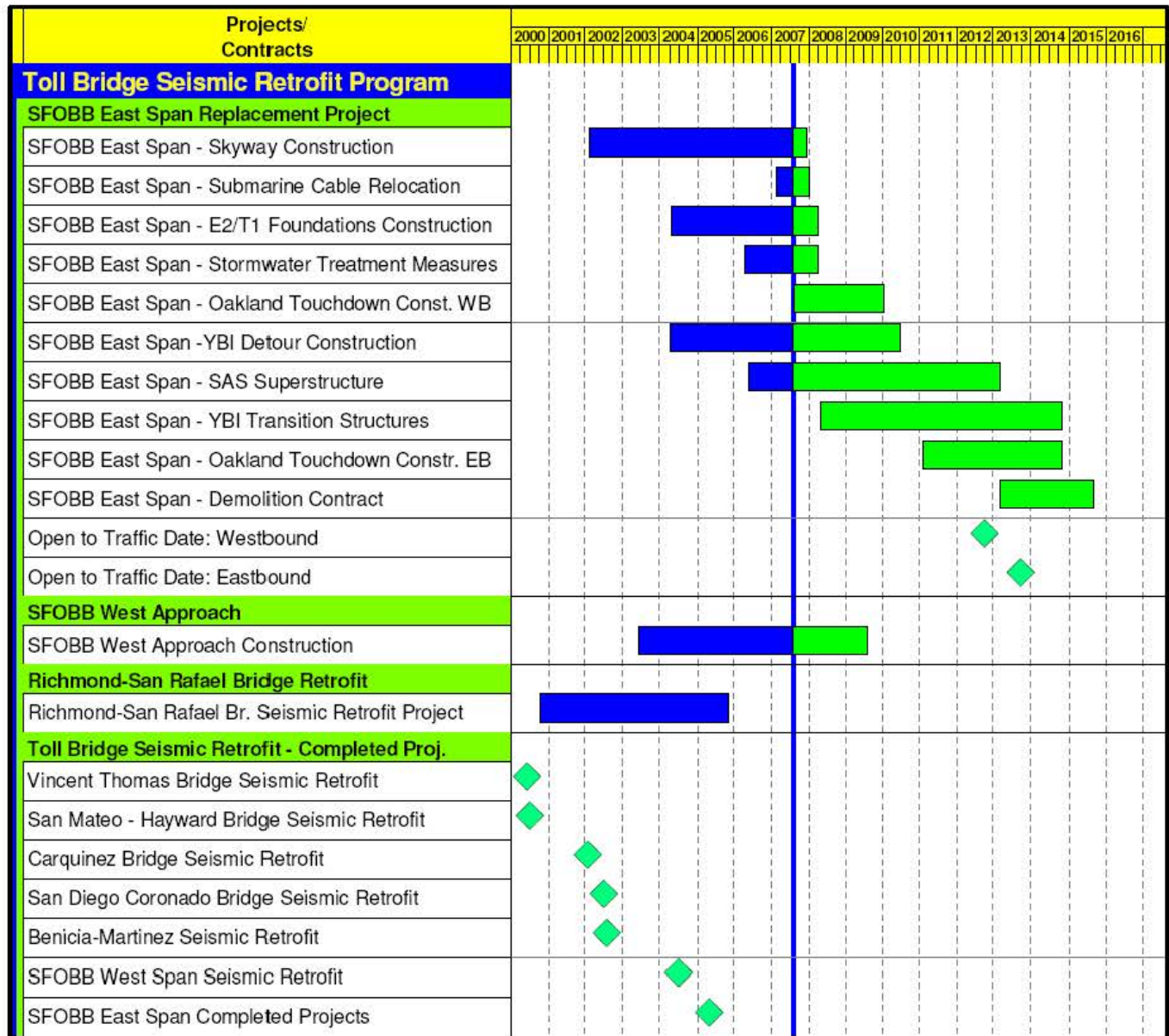


## Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail (\$ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
<b>SFOBB East Span Replacement Project</b>						
Capital Outlay Support	959.4	-	959.4	518.5	977.1	17.7
Capital Outlay Construction	4,492.1	182.5	4,674.6	1,906.3	4,689.9	15.3
Other Budgeted Capital	35.1	(3.3)	31.8	0.6	7.7	(24.1)
<b>Total</b>	<b>5,486.6</b>	<b>179.2</b>	<b>5,665.8</b>	<b>2,425.4</b>	<b>5,674.7</b>	<b>8.9</b>
<b>SFOBB West Approach Replacement</b>						
Capital Outlay Support	120.0	-	120.0	95.7	120.0	-
Capital Outlay Construction	309.0	-	309.0	249.8	309.0	-
<b>Total</b>	<b>429.0</b>	<b>-</b>	<b>429.0</b>	<b>345.5</b>	<b>429.0</b>	<b>-</b>
<b>SFOBB West Span Retrofit</b>						
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.3	232.9	-
<b>Total</b>	<b>307.9</b>	<b>-</b>	<b>307.9</b>	<b>301.1</b>	<b>307.9</b>	<b>-</b>
<b>Richmond-San Rafael Bridge Retrofit</b>						
Capital Outlay Support	134.0	(7.0)	127.0	126.5	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	666.2	698.0	-
<b>Total</b>	<b>914.0</b>	<b>(89.0)</b>	<b>825.0</b>	<b>792.7</b>	<b>825.0</b>	<b>-</b>
<b>Benicia-Martinez Bridge Retrofit</b>						
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
<b>Total</b>	<b>177.8</b>	<b>-</b>	<b>177.8</b>	<b>177.8</b>	<b>177.8</b>	<b>-</b>
<b>Carquinez Bridge Retrofit</b>						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
<b>Total</b>	<b>114.2</b>	<b>-</b>	<b>114.2</b>	<b>114.2</b>	<b>114.2</b>	<b>-</b>
<b>San Mateo-Hayward Bridge Retrofit</b>						
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
<b>Total</b>	<b>163.5</b>	<b>-</b>	<b>163.5</b>	<b>163.4</b>	<b>163.5</b>	<b>-</b>
<b>Vincent Thomas Bridge Retrofit (Los Angeles)</b>						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
<b>Total</b>	<b>58.5</b>	<b>-</b>	<b>58.5</b>	<b>58.4</b>	<b>58.5</b>	<b>-</b>
<b>San Diego-Coronado Bridge Retrofit</b>						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
<b>Total</b>	<b>103.5</b>	<b>-</b>	<b>103.5</b>	<b>102.6</b>	<b>103.5</b>	<b>-</b>
<b>Subtotal Capital Outlay Support</b>	<b>1,433.2</b>	<b>(7.0)</b>	<b>1,426.2</b>	<b>960.1</b>	<b>1,443.9</b>	<b>17.7</b>
<b>Subtotal Capital Outlay</b>	<b>6,286.7</b>	<b>100.5</b>	<b>6,387.2</b>	<b>3,520.4</b>	<b>6,402.5</b>	<b>15.3</b>
<b>Subtotal Other Budgeted Capital</b>	<b>35.1</b>	<b>(3.3)</b>	<b>31.8</b>	<b>0.6</b>	<b>7.7</b>	<b>(24.1)</b>
<b>Miscellaneous Program Costs</b>	<b>30.0</b>	<b>-</b>	<b>30.0</b>	<b>24.7</b>	<b>30.0</b>	<b>-</b>
<b>Subtotal Toll Bridge Seismic Retrofit Program</b>	<b>7,785.0</b>	<b>90.2</b>	<b>7,875.2</b>	<b>4,505.8</b>	<b>7,884.1</b>	<b>8.9</b>
<b>Program Contingency</b>	<b>900.0</b>	<b>(90.2)</b>	<b>809.8</b>	<b>-</b>	<b>800.9</b>	<b>(8.9)</b>
<b>Total Toll Bridge Seismic Retrofit Program</b>	<b>8,685.0</b>	<b>-</b>	<b>8,685.0</b>	<b>4,505.8</b>	<b>8,685.0</b>	<b>-</b>

Note: Details may not sum to totals due to rounding effects.

## Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



## Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>New Benicia-Martinez Bridge Project</b>							
<b>New Bridge</b>	<b>00603_</b>						
Capital Outlay Support		84.9	7.7	92.6	88.4	89.8	(2.8)
Capital Outlay Construction				-			-
BATA Funding		661.9	100.9	762.8	736.6	762.8	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	100.9	772.9	746.7	772.9	-
<b>Total</b>		756.9	108.6	865.5	835.1	862.7	(2.8)
<b>I-680/I-780 Interchange Reconstruction</b>							
<b>I-680/I-780 Interchange Reconstruction</b>	<b>00606_</b>						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	28.8	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	35.1	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	22.5	77.2	73.8	77.2	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	22.5	98.8	95.5	98.8	-
<b>Total</b>		102.6	32.9	135.5	130.6	135.5	-
<b>I-680/Marina Vista Interchange Reconstruction</b>							
<b>I-680/Marina Vista Interchange Reconstruction</b>	<b>00605_</b>						
Capital Outlay Support		18.3	1.8	20.1	19.8	20.0	(0.1)
Capital Outlay Construction		51.5	8.1	59.6	56.1	59.6	-
<b>Total</b>		69.8	9.9	79.7	75.9	79.6	(0.1)
<b>New Toll Plaza and Administration Building</b>							
<b>New Toll Plaza and Administration Building</b>	<b>00604_</b>						
Capital Outlay Support		11.9	3.8	15.7	15.3	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	22.9	26.3	-
<b>Total</b>		36.2	5.8	42.0	38.2	42.0	-
<b>Existing Bridge &amp; Interchange Modifications</b>							
<b>Existing Bridge &amp; Interchange Modifications</b>	<b>0060A_</b>						
Capital Outlay Support		4.3	14.3	18.6	8.3	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	-	50.0	-
Non-BATA Funding		-	11.0	11.0	-	11.0	-
Subtotal		17.2	43.8	61.0	-	61.0	-
<b>Total</b>		21.5	58.1	79.6	8.3	79.6	-
<b>Other Contracts</b>							
<b>Other Contracts</b>	<b>See note below</b>						
Capital Outlay Support		11.4	(1.5)	9.9	6.4	8.3	(1.6)
Capital Outlay Construction		20.3	(1.3)	19.0	15.3	19.0	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.3	20.3	-
<b>Total</b>		52.1	(2.9)	49.2	34.0	47.6	(1.6)
<b>Subtotal BATA Capital Outlay Support</b>		155.7	31.3	187.0	167.0	182.5	(4.5)
<b>Subtotal BATA Capital Outlay Construction</b>		829.9	165.0	994.9	904.7	994.9	-
<b>Subtotal Capital Outlay Right-of-Way</b>		20.4	(0.1)	20.3	12.3	20.3	-
<b>Subtotal Non-BATA Capital Outlay Support</b>		1.4	5.2	6.6	6.3	6.6	-
<b>Subtotal Non-BATA Capital Outlay Construction</b>		31.7	11.0	42.7	31.8	42.7	-
<b>Project Reserves</b>		20.8	1.7	22.5	-	27.0	4.5
<b>Total New Benicia-Martinez Bridge Project</b>		<b>1,059.9</b>	<b>214.1</b>	<b>1,274.0</b>	<b>1,122.1</b>	<b>1,274.0</b>	<b>-</b>

Notes:

Includes EA's 00601\_, 00608\_, 00609\_, 0060A\_, 0060C\_, 0060E\_, 0060F\_, 0060G\_, and 0060H\_ and all Project Right-of-Way

Note: Details may not sum to totals due to rounding effects.

## Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions)

(Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Carquinez Bridge Replacement Project</b>							
<b>New Bridge</b>	<b>01301_</b>						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
<b>Total</b>		313.8	3.7	317.5	316.1	317.5	-
<b>Crockett Interchange Reconstruction</b>	<b>01305_</b>						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	32.0	0.1
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
<b>Total</b>		105.9	(0.1)	105.8	103.8	105.9	0.1
<b>Existing 1927 Bridge Demolition</b>	<b>01309_</b>						
Capital Outlay Support		16.1	-	16.1	13.1	14.2	(1.9)
Capital Outlay Construction		35.2	-	35.2	28.6	35.2	-
<b>Total</b>		51.3	-	51.3	41.7	49.4	(1.9)
<b>Other Contracts</b>	<b>See note below</b>						
Capital Outlay Support		15.8	0.2	16.0	15.3	16.0	-
Capital Outlay Construction		18.8	(0.8)	18.0	15.3	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.4	(0.1)
<b>Total</b>		45.1	(0.6)	44.5	40.5	44.5	0.0
<b>Subtotal BATA Capital Outlay Support</b>		124.4	(0.2)	124.2	120.5	122.4	(1.8)
<b>Subtotal BATA Capital Outlay Construction</b>		381.2	3.2	384.4	371.7	384.5	0.1
<b>Subtotal Capital Outlay Right-of-Way</b>		10.5	-	10.5	9.9	10.4	(0.1)
<b>Project Reserves</b>		12.1	(3.0)	9.1	-	0.9	(8.2)
<b>Total Carquinez Bridge Replacement Project</b>		<b>528.2</b>	<b>-</b>	<b>528.2</b>	<b>502.1</b>	<b>518.2</b>	<b>(10.0)</b>
<b>Notes:</b>	<b>Other Contracts includes EA's 01302_, 01303_, 01304_, 01306_, 01307_, 01308_, 0130A_, 0130C_, 0130D_, 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way</b>						

Note: Details may not sum to totals due to rounding effects.

## Appendix D: Regional Measure 1 Program Cost Detail (\$ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (07/2007)	Cost To Date (07/2007)	Cost Forecast (07/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
<b>Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation</b>							
	See note <sup>1</sup> below						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
<b>Total</b>		102.1	-	102.1	96.3	97.1	(5.0)
<b>Richmond-San Rafael Bridge Deck Overlay Rehabilitation</b>							
	04152_						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
<b>Total</b>		25.0	-	25.0	19.6	25.0	-
<b>Richmond Parkway Project (RM 1 Share Only)</b>							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
<b>Total</b>		5.9	-	5.9	4.3	5.9	-
<b>San Mateo-Hayward Bridge Widening</b>							
	See note <sup>2</sup> below						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	177.2	(3.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.3	(1.5)
<b>Total</b>		217.8	-	217.8	208.7	212.4	(5.4)
<b>I-880/SR-92 Interchange Reconstruction</b>							
	EA's 23317_, 01601_, and 01602_						
Capital Outlay Support		28.8	26.2	55.0	32.4	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	-	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.3	15.0	-
Project Reserves		0.3	19.7	20.0	-	20.0	-
<b>Total</b>		133.8	111.2	245.0	40.7	245.0	-
<b>Bayfront Expressway Widening</b>							
	EA's 00487_, 01511_, and 01512_						
Capital Outlay Support		8.6	(0.3)	8.3	8.2	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
<b>Total</b>		36.1	-	36.1	33.3	36.0	(0.1)
<b>US 101/University Avenue Interchange Modification</b>							
	Non-Caltrans						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
<b>Total</b>		3.8	-	3.8	3.7	3.8	-
<b>Subtotal BATA Capital Outlay Support</b>		358.3	56.3	414.6	366.9	408.2	(6.4)
<b>Subtotal BATA Capital Outlay Construction</b>		1,569.8	232.0	1,801.8	1,533.1	1,787.8	(14.0)
<b>Subtotal Capital Outlay Right-of-Way</b>		42.5	5.0	47.5	31.2	46.5	(1.0)
<b>Subtotal Non-BATA Capital Outlay Support</b>		14.0	1.2	15.2	16.7	17.0	1.8
<b>Subtotal Non-BATA Capital Outlay Construction</b>		92.4	11.0	103.4	82.9	103.4	-
<b>Project Reserves</b>		35.6	19.8	55.4	-	54.5	(0.9)
<b>Total RM1 Program</b>		2,112.6	325.3	2,437.9	2,030.8	2,417.4	(20.5)

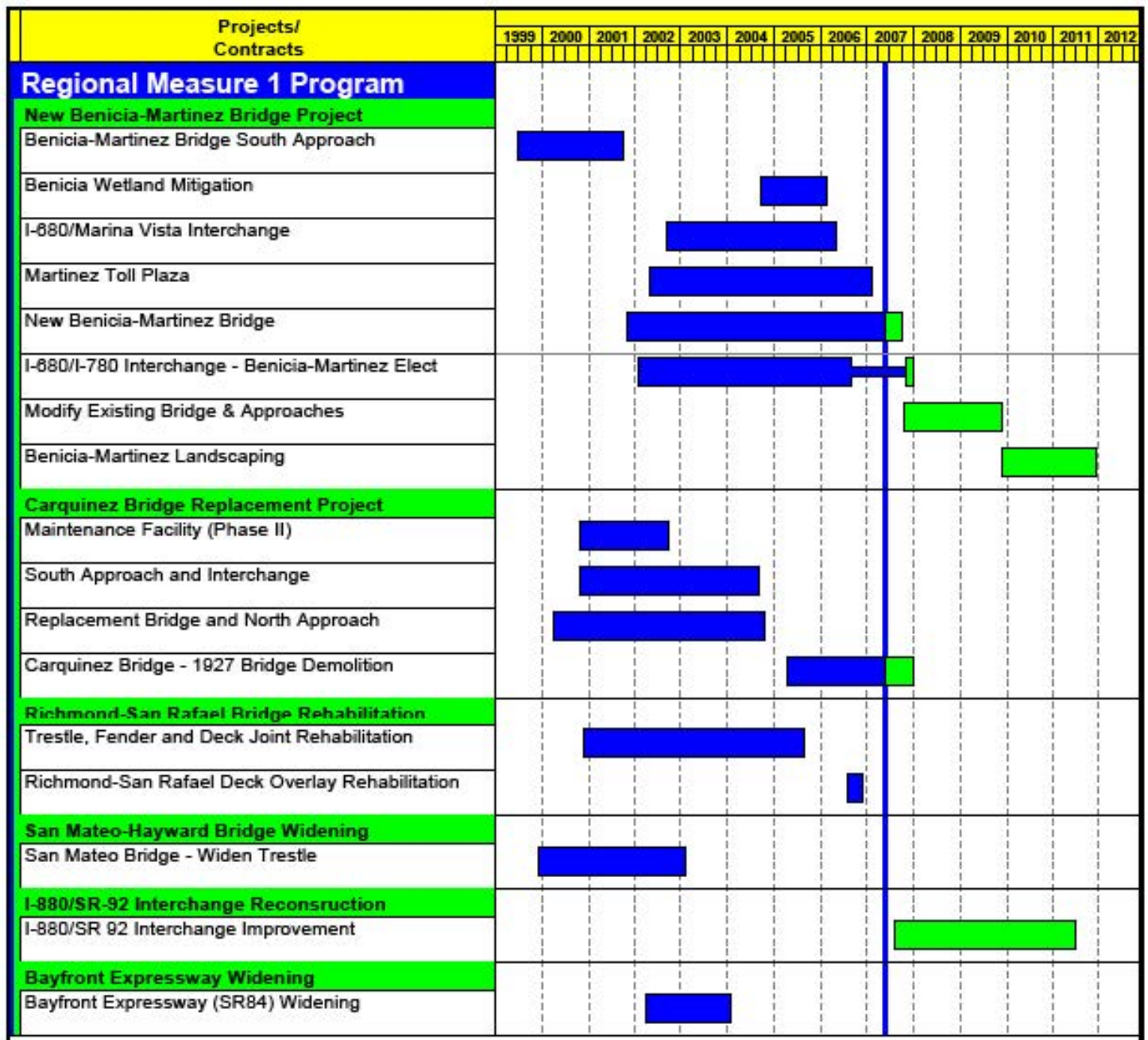
## Notes:

<sup>1</sup> Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U\_ and 04157\_

<sup>2</sup> San Mateo-Hayward Bridge Widening Includes EA's 00305\_, 04501\_, 04502\_, 04503\_, 04504\_, 04505\_, 04506\_, 04507\_, 04508\_, 04509\_, 27740\_, 27790\_, 04860\_

Note: Details may not sum to totals due to rounding effects.

## Appendix E: Regional Measure 1 Program Summary Schedule





## Appendix F: Glossary of Terms

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**AB144/SB 66 BUDGET:** The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

**BATA BUDGET:** The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

**APPROVED CHANGES:** For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

**CURRENT APPROVED BUDGET:** The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

**COST TO DATE:** The actual expenditures incurred by the program, project or contract as of the month and year shown.

**COST FORECAST:** The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

**AT COMPLETION VARIANCE or VARIANCE (cost):** The mathematical difference between the Cost Forecast and the Current Approved Budget.

**AB 144/SB 66 PROJECT COMPLETE BASELINE:** The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

**BATA PROJECT COMPLETE BASELINE:** The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

**PROJECT COMPLETE CURRENT APPROVED SCHEDULE:** The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

**PROJECT COMPLETE SCHEDULE FORECAST:** The current projected date for the completion of the program, project, or contract.

**SCHEDULE VARIANCE or VARIANCE (schedule):** The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is \$1,574,873.

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## **ITEM 4: PROGRAM ISSUES**

- a. Dumbarton-Antioch Bridges Retrofit Strategy

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Brian Maroney, Toll Bridge Deputy Program Manager, Caltrans

**RE:** Agenda No. - 4a

Program Issues  
Item- Dumbarton-Antioch Bridges Retrofit Strategy

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**RECOMMENDATION:**

For Information Only

**COST:**

N/A

**SCHEDULE:**

N/A

**DISCUSSION:**

This document is to inform the Toll Bridge Program Oversight Committee (TBPOC) of the progress to date on the Dumbarton and Antioch Bridge seismic evaluations. Information included serve as a pre-meeting handout, an executive summary on work to date, and a future reference document.

Good progress is being made on the seismic safety and performance evaluations for the Dumbarton and Antioch Bridges. The BATA driven geotechnical component of the work is effectively delivering its products. The field drilling and laboratory work is complete. One-thousand year return period seismic motions in design response spectra form for design analyses are complete and available. Geotechnical foundation characterizations to be used in computational models have been developed and effectively passed on to the structural team. Seismic acceleration time-histories, which are to be used in part of the checking process, are under development. The structural component of the work is also advancing. Computational models of the large bridges have been constructed and are generating preliminary results. These results are currently being checked.

Project management measures of schedule, cost and scope are being monitored and managed. The projects teams are currently on schedule to provide seismic retrofit strategies and associated capital costs by March 2009. Geotechnical contract costs are on track to be within the \$7.8 million planned costs. The current CT capital outlay support costs are estimated at less than \$1 million and are expected to remain within the approved \$10 million allocation.

The use of probabilistic 1000 year return period motions is considered a rational choice for the first evaluations of the bridges due to its compatibility with recommendations made by the SAB for more than a decade and consistency with other selected major project criteria. For the purpose of comparison, common buildings are designed for about 500 year motions, the east spans of the Bay Bridge were designed for 1500 year return period motions, and Bechtel Nevada evaluated a test facility adjacent to the Yucca Mountain Repository Site using about 10,000 year return period motions.

Early results show that earthquake demands on the bridges are greater than the bridge's capacities to withstand the demands without damage. In the case of the Dumbarton Bridge, the areas of greatest focus include the hollow prestressed concrete piles under the large steel spans, the concrete connections at the tops and bottoms of the columns, and the superstructure connections (i.e., thermal expansion joints and selected supports at piers). In the case of the Antioch Bridge, the areas of greatest focus include the mixed pile groups that include both battered and vertical piles and hollow bent caps. These results suggest that there is a potential for significant damage.

Both projects are being peer reviewed by an external and independent panel of experts. This is based on recommendations from the Governor's Board of Inquiry into the Loma Prieta Earthquake and the continued recommendation from the Department's Seismic Advisory Board. The Toll Bridge Seismic Safety Peer Review Panel (TBSSPRP) includes Joe Nicholetti, Frieder Seible, Garrard Fox, and I.M. Idriss. The project teams have presented to the panel information on the geological, seismological, geotechnical, and structural work. In general the peer review panel has been satisfied with the work to this point in time.

It is important to register a select number of key courses of action that are currently underway that include: the fundamental seismic motions for both bridges are based upon probabilistic 1000 year return period motions; the Antioch Bridge is being categorized as a regular bridge and therefore a "no-collapse" level of retrofit is being considered, which accepts the bridge being closed to all traffic and needing replacement



## *Memorandum*

following an earthquake; and the Dumbarton Bridge is being categorized as an “important” San Francisco Bay crossing, but not as a bridge carrying a lifeline route, which could be allowed to be out of service for some number of months. Each of these represents significant judgments that will have large impacts to post-earthquake performance, scope of retrofits, and costs. It is anticipated that these issues, and their associated range of alternatives, will be of some focus during the September 19<sup>th</sup> meeting.

Given the information available to date, physical testing of selected structural bridge components could produce considerable benefits, including potential capital costs. The project teams have been asked to consider the benefits and costs of physically testing selected bridge components.

**Attachment(s):**

- 1) Slides for briefing and future reference provided at the meeting

## **ITEM 4: PROGRAM ISSUES**

- b. Richmond-San Rafael Bridge – California  
Department of Fish and Game

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 4b

Item- Program Issues  
Richmond-San Rafael Bridge – California Department of Fish and  
Game

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### **RECOMMENDATION:**

Information Only

### **DISCUSSION:**

An update will be provided on the status of resolving the issue involving the Department and the State Department of Fish and Game (DFG) relating to potential impacts of the Richmond-San Rafael Seismic Retrofit Bridge Project on salmonid species listed under the California Endangered Species Act.

TBPOC Meeting July 26, 2007 –

Previous TBPOC action included approving text of proposed letter to DFG regarding role of TBPOC in ongoing dispute relating to claimed impacts to certain fish species during construction of the Project.

### **Attachment(s):**

N/A

## **ITEM 4: PROGRAM ISSUES**

- c. TBSRP Capital Outlay Support (COS) Update

## Memorandum

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Peter Lee, Senior Transportation Engineer, BATA  
Ali Banani, Manager of Toll Bridge Project Control, Caltrans

**RE:** Agenda No. 4c

Item- Program Issues  
TBSRP Capital Outlay Support Update

### RECOMMENDATION:

Information Only

### COST:

The 2<sup>nd</sup> Quarter 2007 risk management assessment of capital outlay support shows potential cost risks of \$155 M for the entire program.

### SCHEDULE:

N/A

### DISCUSSION:

#### Current Status

<b><u>TBSRP Capital Outlay Support</u></b> <b><u>As Of June 30, 2007:</u></b>	
AB 144 Budget:	\$1,463 M
Current Budget:	\$1,456 M
Expenditures:	<u>\$977 M</u>
Remaining Budget:	\$479 M

<b><u>Distribution of Remaining COS Budget</u></b> <b><u>As Of June 30, 2007:</u></b>		
SAS	\$172 M	36%
Skyway/E2 T1*	\$50 M	10%
YBITS/Detour*	\$80 M	17%
OTD*	\$67 M	14%
Demo	\$79 M	17%
West Approach*	\$25 M	5%
Other	<u>\$5 M</u>	<u>1%</u>
Total	\$479 M	100%

\* Total of all associated contracts.

As of June 30, 2007, the Department has expended \$977 M or 67% of the \$1,456 M current TBSRP COS budget. Most of the remaining COS budget to be expended is for the SAS, YBITS, OTD, and Demo contracts. Attachments 1 and 2 show a more detailed breakdown of COS expenditures by project and contract.

### **COS Budget Development Process**

For FY 2007-08, the Department is awaiting the final allocation of COS resources which will be based upon the approved State budget. BATA has already budgeted and allocated COS funds for FY 2007-08 based on projections of need made earlier this year as a part of the COS budgeting and allocation process. Attachment 3 shows a detailed breakdown of the COS workplan development process and timeline. Attachment 4 is a specific example comparing a detailed breakdown of the FY 2007-08 COS allocation request for the SAS contract with resources expended on the contract in FY 2006-07.

### **Risk Management**

The 2<sup>nd</sup> Quarter 2007 risk assessment of capital outlay support shows a potential cost risk of \$155 M for the entire program. The Department has organized COS risks into four major categories – 1) Schedule, 2) State Personnel Rates, 3) Resource Usage, and 4) Project Specific. Attachment 5 shows a more detailed breakdown of COS risks by contract.

It should be noted that this risk assessment does not yet take into account the comprehensive review of project and program schedule risk being performed for the 3<sup>rd</sup> Quarter 2007 Program Risk Management assessment. The initial review of schedule risks has identified a potential extension to the East Span project schedule. This could potentially result in additional COS costs due to longer personnel assignments and added escalation.

### **Schedule**

**\$84 M**

- The majority of the COS cost risk is due to potential delays in completing the SAS contract work and the 12 month extension to the baseline SAS schedule authorized by addenda 5 and 6 which were issued to secure multiple bidders. The schedule extensions result in longer personnel assignments on the SAS contract, and additional projected escalation on the later follow-on YBITS, OTD, and Demolition contracts.
- Longer personnel assignments are also needed on the YBI Detour project due to pacing of the work with the SAS schedule.



**State Personnel Rates**

**\$68 M**

- The AB144 COS budget, when forecast in August 2004, assumed cost escalation of between 3% and 5% for salaries and overhead.
- State Collective Bargaining Agreements have provided for salary and benefit increases higher than anticipated for a range of staff. Additional increases in excess of planned are included in the risk assessment.
  - FY 06-07 7~12%
  - FY 07-08 9~14%
  - FY 08-09 and beyond Additional increases expected
- Overhead Rates (excluding Administrative Overhead, which is not assessed for the TBSRP) have fluctuated significantly from year to year. Additional fluctuations are expected.
  - FY 05-06 37.54%
  - FY 06-07 48.79%
  - FY 07-08 44.54%

**Resource Usage**

**-\$44 M**

- The assessment of resource usage evaluates how actual/projected COS resources are being used as compared to the planned/current budget. The risk assessment evaluates the accuracy of the AB 144/Current COS budget based on COS trends and new project information. The majority of the savings in this category are from of the Skyway and E2/T1 contracts that are projected to finish with COS expenditures lower than budget.

**Project Specific Risks**

**\$47 M**

- Project specific risks are additional COS resources needed to address issues identified in the CO risk registers. These risks include costs for additional overseas inspections, the transfer of YBI Detour design work (WTI and ETI) from the contractor to the Department, and additional design and construction administration efforts resulting from the splitting of the OTD and YBITS projects into multiple contracts.

**Risk Mitigation Strategies**

The Department has evaluated a number of mitigation strategies to address COS risks. Schedule has been determined to be the most cost sensitive risk that can be significantly influenced at a project/program level. Completing the East Span project on the opportunity schedule would result in a savings of approximately \$29 million through reduced resource usage and escalation. Other mitigation strategies could include

utilization of less expensive State staff in lieu of A/E staff and/or a reduction in overall staffing. However, the impact of these savings is not likely to be as significant as meeting the opportunity schedule.

**Table 1 - Risk Mitigation Strategies**

<b>Risks</b>	<b>Ability to Influence</b>	<b>Mitigation Strategies</b>	<b>Pro's</b>	<b>Con's</b>
Schedule	Moderate	<ul style="list-style-type: none"> <li>• Opportunity Schedule to accelerate work and minimize resource usage</li> <li>• Impact shown on Attachment 6.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximate savings of \$29 million from reduced resource usage and escalation</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of construction acceleration is likely significantly high.</li> </ul>
State Personnel Rates	None	<ul style="list-style-type: none"> <li>• None at project level</li> </ul>		
Resource Usage	High	<ul style="list-style-type: none"> <li>• Utilize additional state staff in lieu of A/E staff</li> <li>• Reduce overall staffing</li> <li>• Maximize staffing efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• Savings of \$175k/yr per PY and \$230k/yr per PYE</li> <li>• Savings of \$55k/yr using State staff in lieu of A/E personnel</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for QC and construction inspection issues.</li> <li>• Potential for more OT and lack of qualified staff.</li> </ul>
Project Specific Risks	Low	<ul style="list-style-type: none"> <li>• Reduce overall staffing</li> <li>• Maximize staffing efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• Same as above</li> </ul>	<ul style="list-style-type: none"> <li>• Same as above</li> </ul>

**Attachments:**

- 1) COS Budget Status
- 2) COS Budget Status by Contract
- 3) FY COS Work Plan and Allocation Development Timeline
- 4) SAS FY 07/08 Work Plan Example
- 5) TBSRP Risk Assessment
- 6) Opportunity Schedule Risk Mitigation
- 7) Copy of Capital Outlay Support Update Presentation

# Attachment 1 - COS Budget Status

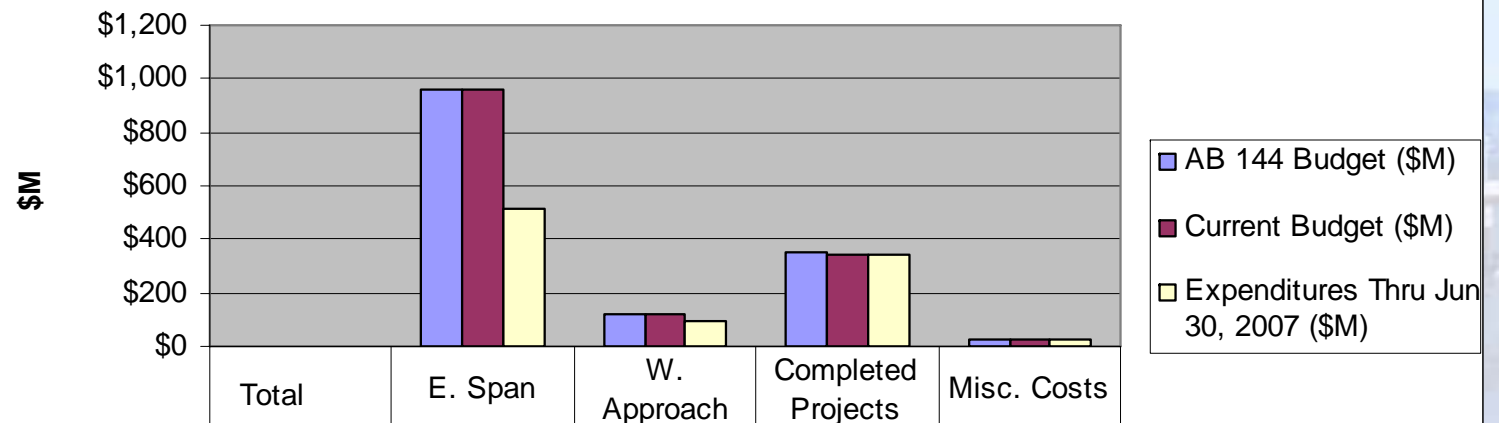
As Of June 30, 2007

AB 144 Budget: \$1,463 M

Current Budget: \$1,456 M

Expenditures: \$ 977 M

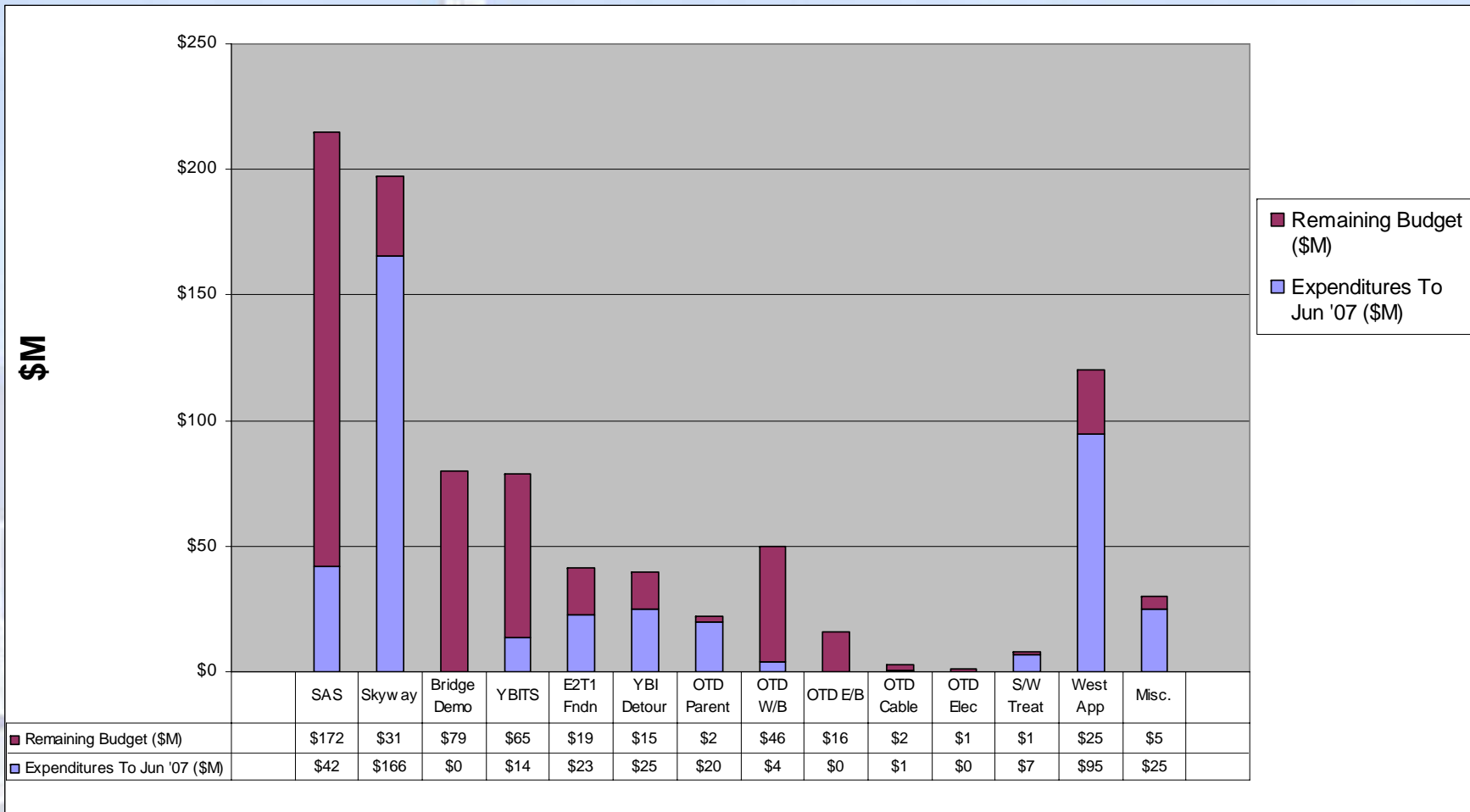
Remaining Budget: \$ 479 M



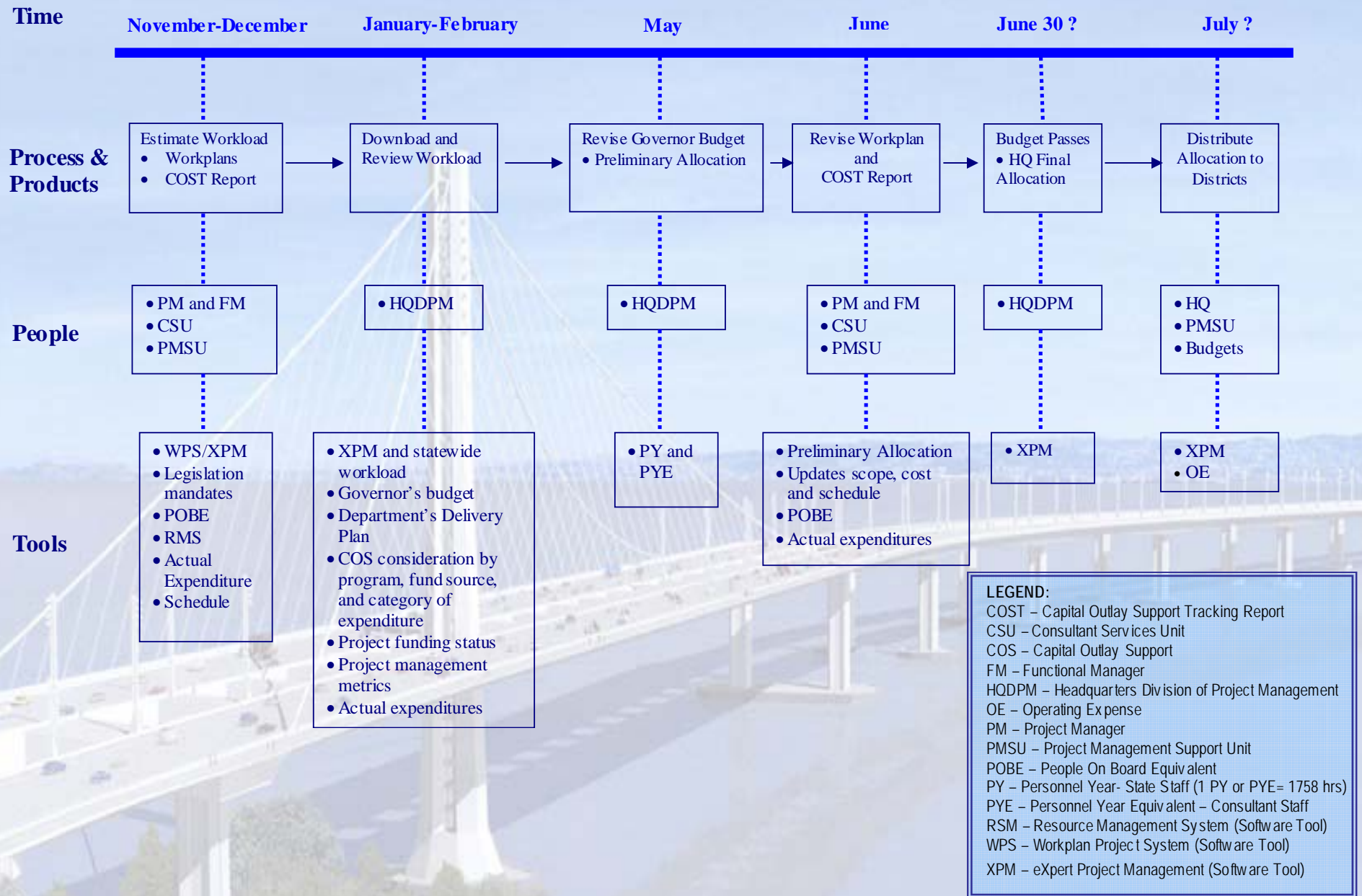
AB 144 Budget (\$M)	\$1,463	\$959	\$120	\$354	\$30
Current Budget (\$M)	\$1,456	\$959	\$120	\$347	\$30
Expenditures Thru Jun 30, 2007 (\$M)	\$977	\$511	\$95	\$346	\$25

# Attachment 2 - COS Budget Status by Contract

As of June 30, 2007



# Attachment 3 - FY COS Workplan and Allocation Development Timeline



# Attachment 4 - SAS FY 07/08 Work Plan Example

## FY 07/08 WORKPLAN

## FY 06/07 Expenditure per Quarter

	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	Total
PY	4.0	6.8	7.6	8.5	26.9
PYE	1.5	2.2	1.8	3.2	8.7

### CONSTRUCTION

PY = 57.0 PYE = 24.8

Inspection  
Administration  
Claims  
Schedule  
Document Control  
Management  
Office Engineer

### METS

PY = 6.0 PYE = 40.0

Materials Engineering Testing Services

PY	0.2	0.1	0.2	0.6	1.0
PYE	0.5	1.1	3.6	3.8	8.9

### DESIGN

PY = 8.5 PYE = 35.0

Structure Design  
Roadway Design

PY	1.0	1.0	1.0	0.9	3.8
PYE	3.2	5.5	8.1	14.4	31.2

### MANAGEMENT

PY = 11.2 PYE = 3.1

Program/Project Management  
Program/Project Monitoring & Control  
Schedule and Resource Planning  
Capital Management  
Risk Management

PY	0.9	1.2	1.7	1.6	5.4
PYE	1.6	0.7	1.4	1.0	4.7

### OTHERS

PY = 3.6 PYE = 0.6

Right of Way  
Environmental  
Geotechnical Services

PY	0.2	0.3	0.7	1.1	2.3
PYE				0.1	0.1

### TOTAL

PY = 86 PYE = 104

PY	6.2	9.3	11.2	12.7	39.5
PYE	6.8	9.4	14.9	22.5	53.6



# Attachment 5 – TBSRP Risk Assessment

## COS Cost Differential From Current Approved Budget

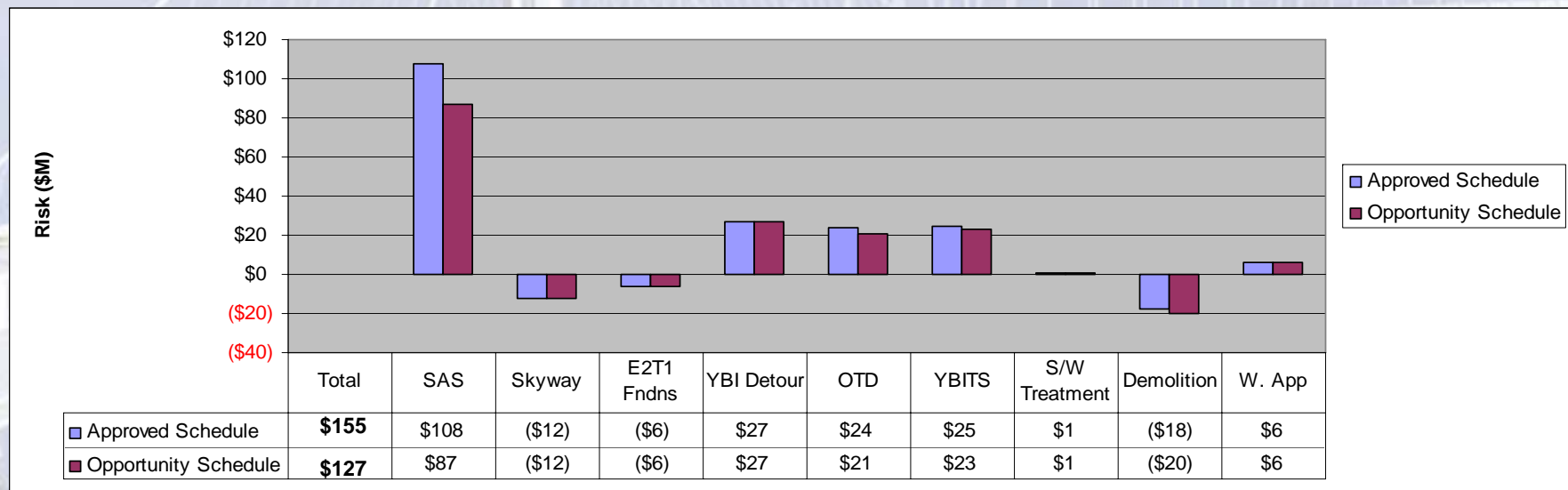
Project	Schedule	Rates	Resources	Project Specific	Total
SAS	\$ 64M	\$ 19M	\$ 8M	\$ 17M	\$108M
Skyway		\$ 5M	(\$ 17M)		(\$12M)
E2T1Foundations		\$ 2M	(\$ 8M)		(\$6M)
YBI Detour	\$ 9M	\$ 2M	\$ 1M	\$ 15M	\$27M
YBITS	\$ 5M	\$ 11M	\$ 2M	\$ 7M	\$25M
OTD Contracts	\$ 4M	\$ 11M	\$ 1M	\$ 8M	\$24M
S/Water			\$1 M		\$1M
Demolition	\$ 2M	\$ 13M	(\$ 33M)		(\$18M)
W. Approach		\$ 5M	\$ 1M		\$6M
<b>TOTAL</b>	<b>\$ 84M</b>	<b>\$68M</b>	<b>\$ ( 44M)</b>	<b>\$ 47M</b>	<b>\$155M</b>

# Attachment 6 – Opportunity Schedule Risk Mitigation

## Summary of the COS Cost Differential From Current Approved Budget

Risk	Estimated Amount	Pct	Ability To Control
Schedule	\$84M	55%	Moderate
Rates	\$68M	44%	None
Resources	(\$46M)	(29%)	High
Project Specific	\$48M	30%	Low

## Risk Comparison - Approved vs. Opportunity Schedule



# Toll Bridge Seismic Retrofit Program

## Capital Outlay Support (COS) Update

September 2007



# Capital Outlay Support Update

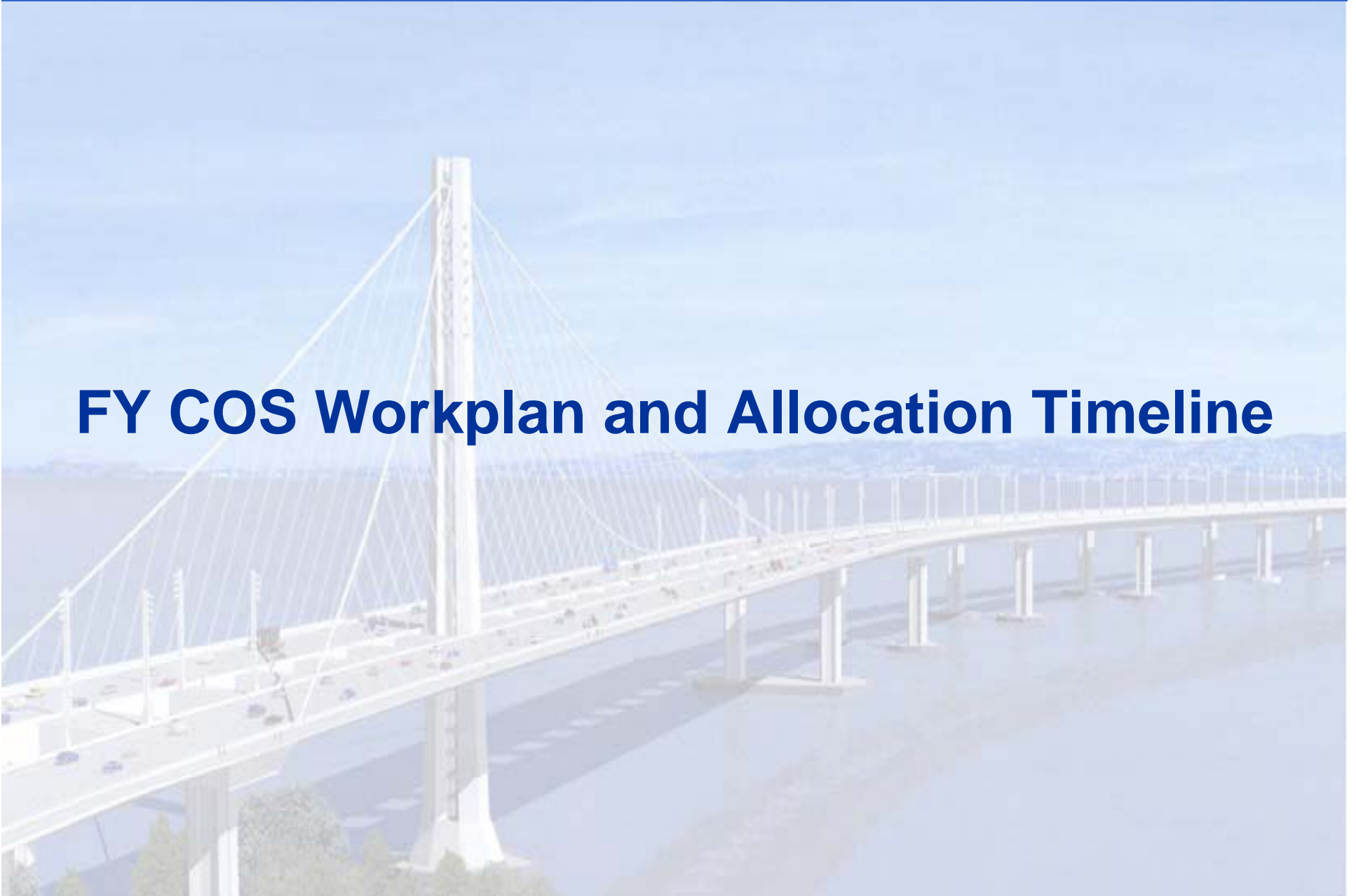
## Agenda :

- **FY COS Workplan and Allocation Timeline**
- **Current Budget Status**
- **COS Risks**
- **Risk Analysis**
- **Risk Mitigation Strategies**



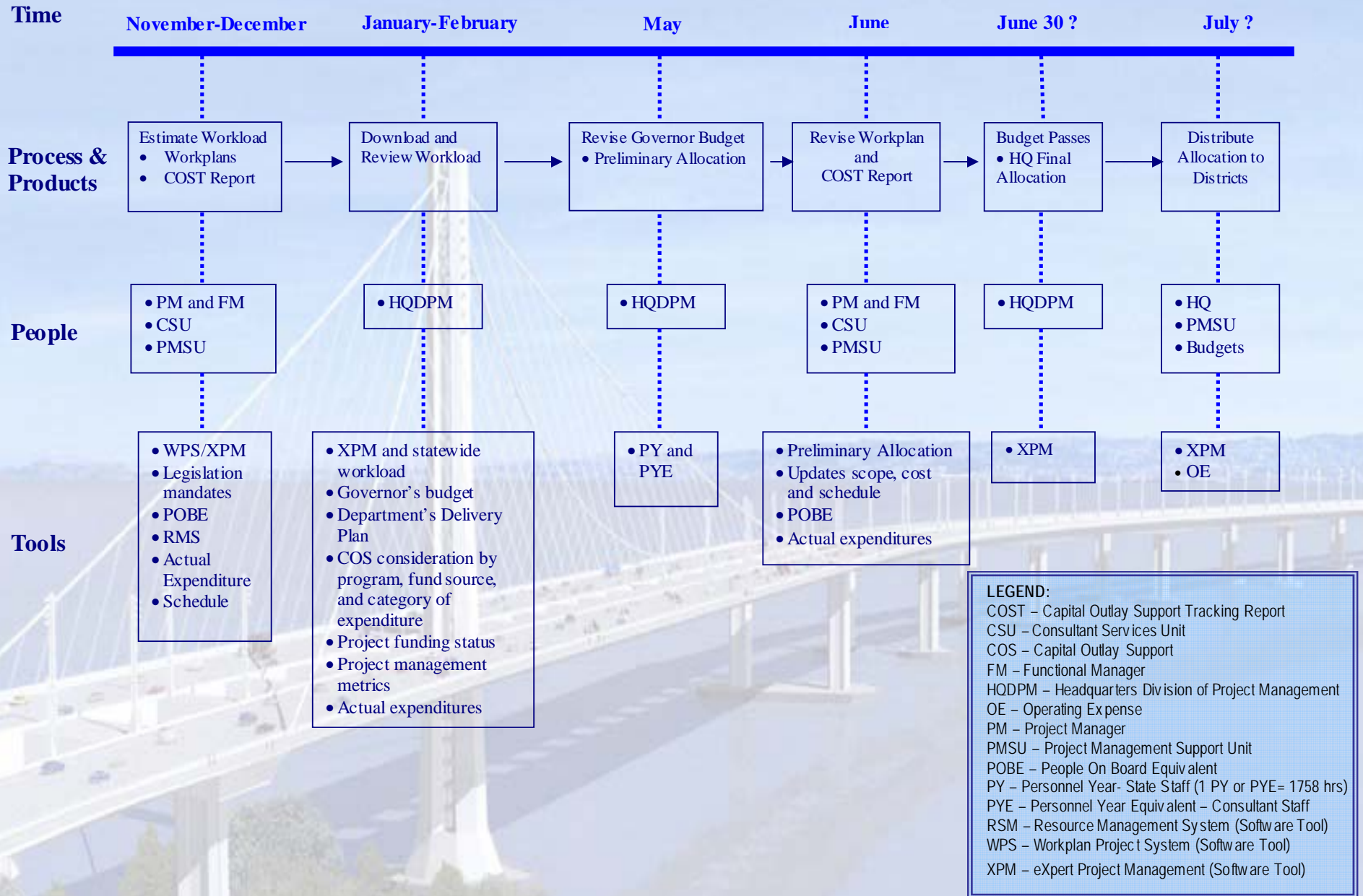
# Capital Outlay Support

## FY COS Workplan and Allocation Timeline





# FY COS Workplan and Allocation Timeline





# Example: SAS FY 07/08 Workplan

## FY 07/08 WORKPLAN

## FY 06/07 Expenditure per Quarter

	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	Total
PY	4.0	6.8	7.6	8.5	26.9
PYE	1.5	2.2	1.8	3.2	8.7

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Program/Project Management  
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Risk Management

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### OTHERS

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Environmental  
Geotechnical Services

PY	0.2	0.3	0.7	1.1	2.3
PYE				0.1	0.1

### TOTAL

PY = 86 PYE = 104

PY	6.2	9.3	11.2	12.7	39.5
PYE	6.8	9.4	14.9	22.5	53.6

# Capital Outlay Support

**Current Budget Status**



# COS Budget Status

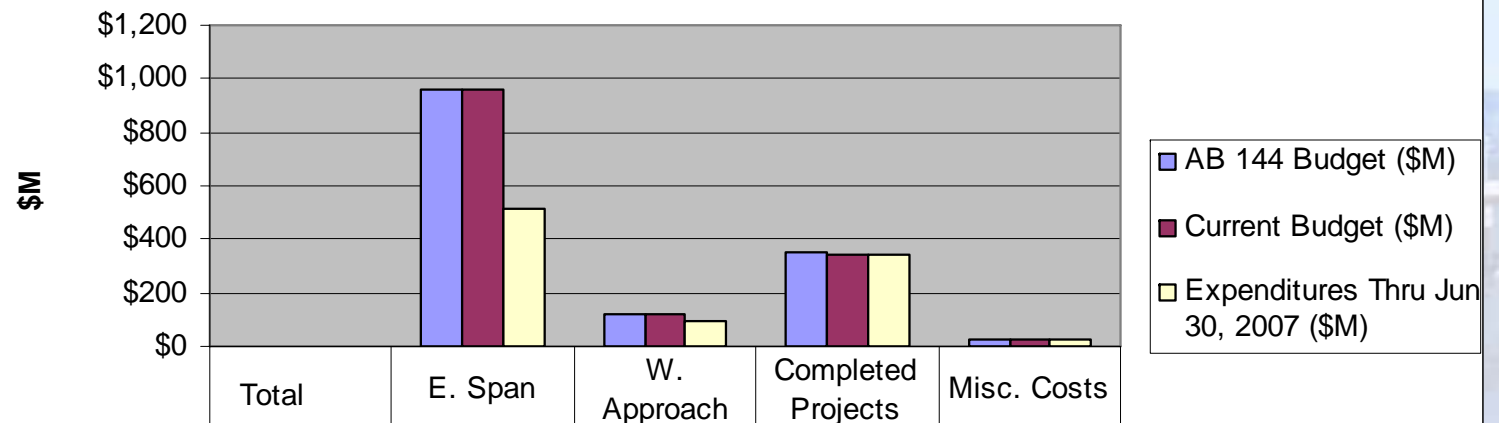
As Of June 30, 2007

AB 144 Budget: \$1,463 M

Current Budget: \$1,456 M

Expenditures: \$ 977 M

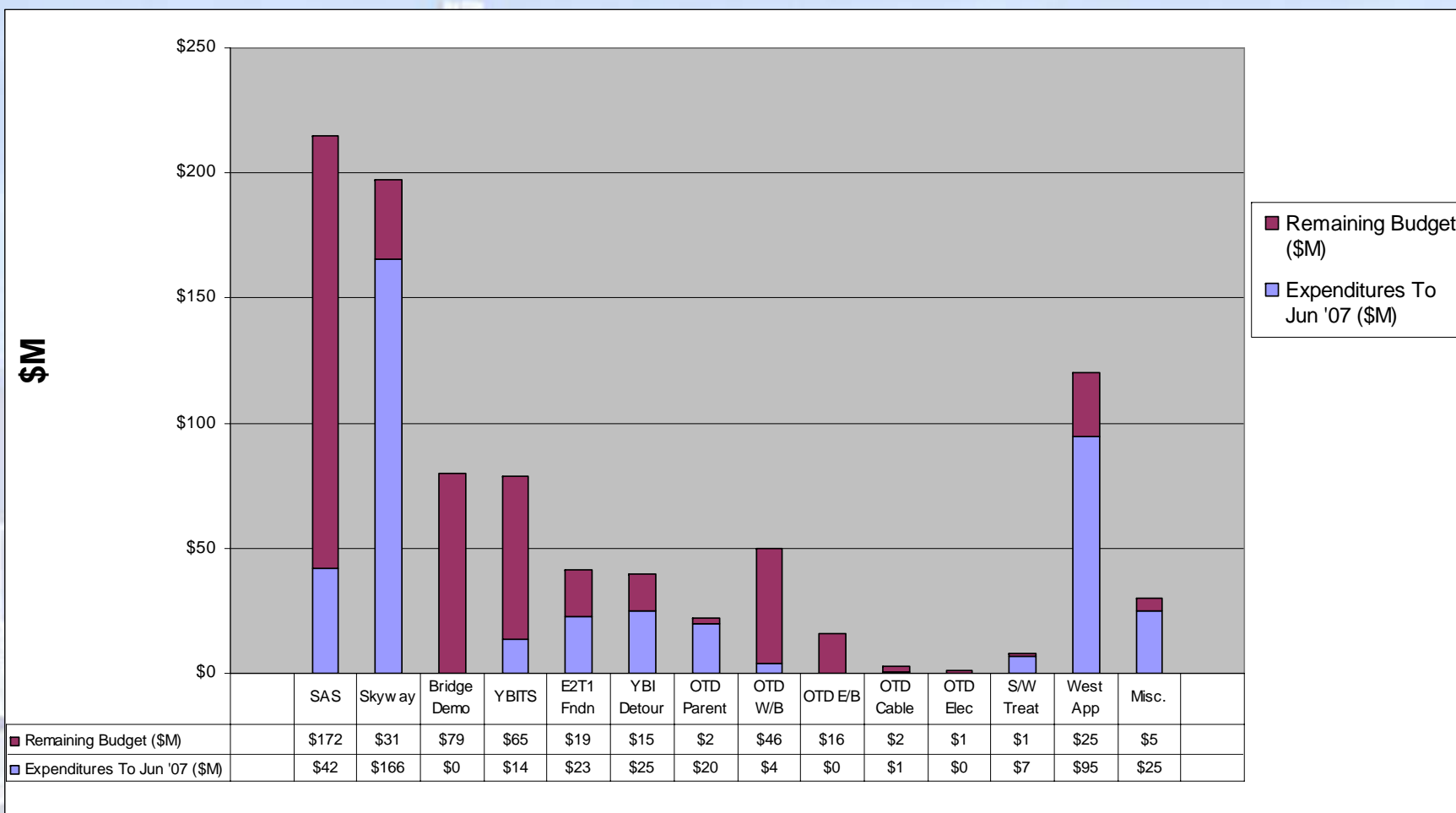
Remaining Budget: \$ 479 M



AB 144 Budget (\$M)	\$1,463	\$959	\$120	\$354	\$30
Current Budget (\$M)	\$1,456	\$959	\$120	\$347	\$30
Expenditures Thru Jun 30, 2007 (\$M)	\$977	\$511	\$95	\$346	\$25

# COS Budget Status– Ongoing Projects

As of June 30, 2007



# Capital Outlay Support

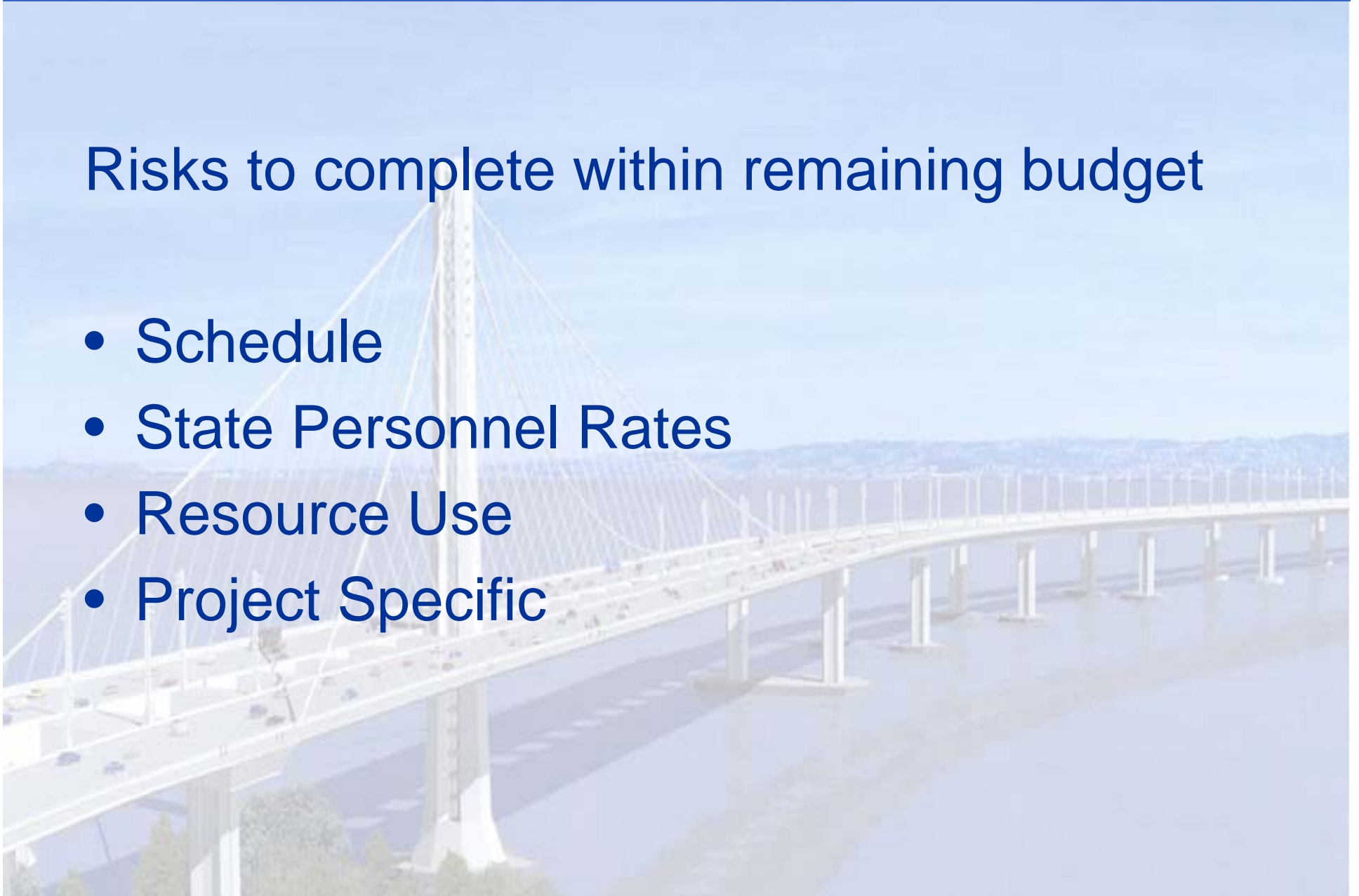
**COS Risks**



# Risk Categories

Risks to complete within remaining budget

- Schedule
- State Personnel Rates
- Resource Use
- Project Specific





# Risk Category - Schedule

- **Schedule**

**12 Month extension of SAS schedule from AB 144 baseline:**

- Extends personnel assignments on SAS
- Shifts completion of East Bound YBITS, OTD & Demolition projects resulting in added labor cost escalation
- Pacing of YBI Detour, and advancing of YBITS scope to YBI Detour project extends contract duration and staff assignments

**Delays resulting from schedule impacts identified in CO risk registers:**

- Extends personnel assignments on projects

# Risk Category – Personnel Rates

- **State Personnel Rates**

## **Wage Rates**

- Collective Bargaining Agreement provides for salary increases higher than anticipated in August 2004 when AB 144 developed

FY 06 – 07 increases                      7-12%

FY 07 - 08 increases                      9-14%

Additional increase expected in FY 08-09

## **Overhead Rates**

- Rate varies year to year

FY 05 - 06 rate (AB 144)                      37.54%

FY 06 - 07 rate                                      48.79%

FY 07 - 08 rate                                      44.54%

# Risk Category – Resource Use

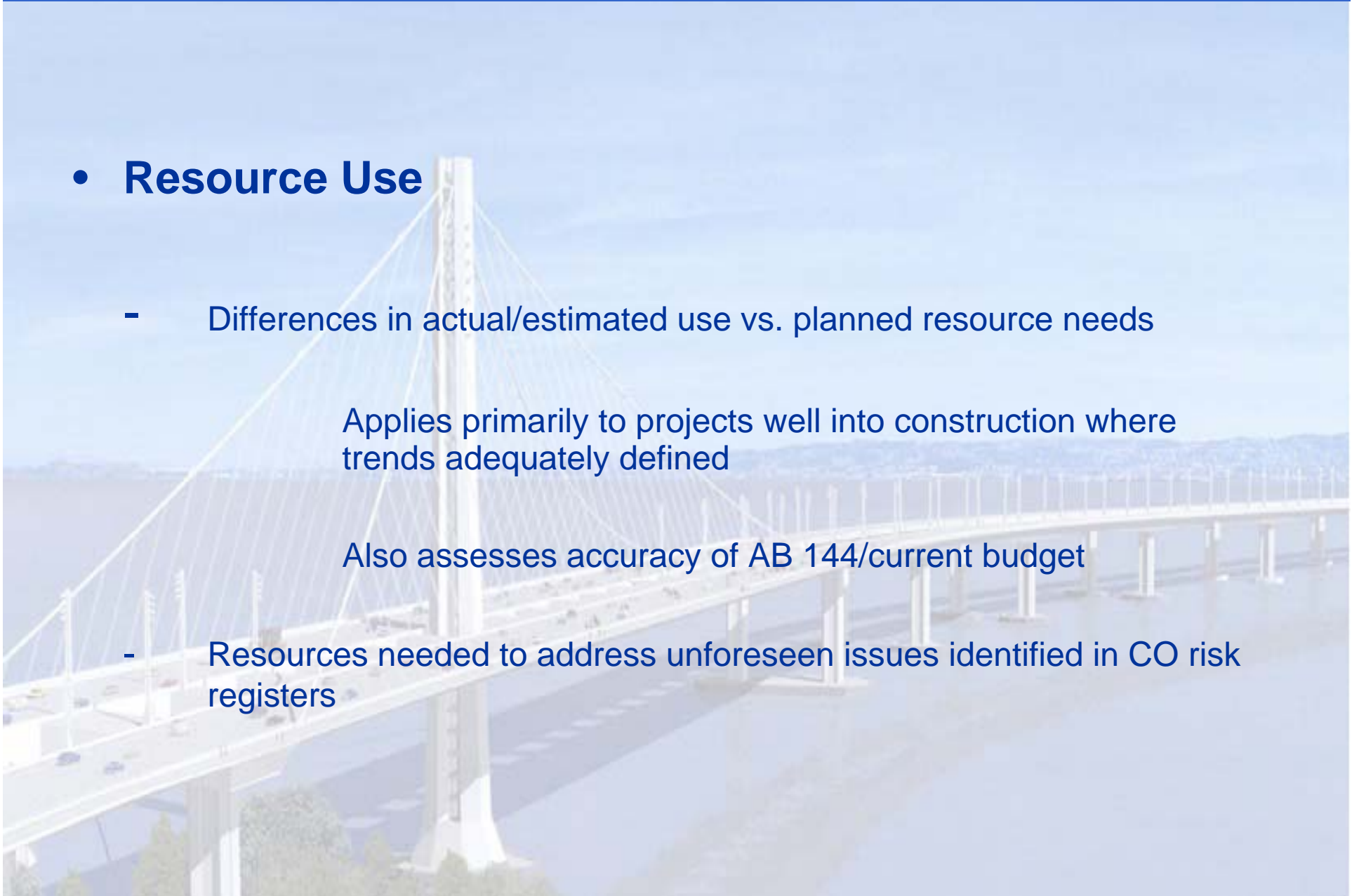
- **Resource Use**

- Differences in actual/estimated use vs. planned resource needs

Applies primarily to projects well into construction where trends adequately defined

Also assesses accuracy of AB 144/current budget

- Resources needed to address unforeseen issues identified in CO risk registers



# Risk Category – Project Specific

- **Project Specific Risks**

## Examples

- Overseas Inspections

Expenses incurred by State & A/E personnel to coordinate & inspect steel fabrication

- Transfer of work from Contractor to State

Assumption of tie – in design from YBI Detour contractor

- Project Splits

Additional design and construction administration efforts resulting from splitting OTD & YBITS into multiple projects

# Capital Outlay Support

Risk Analysis





# Risk Assessment

## COS Cost Differential From Current Approved Budget

Project	Schedule	Rates	Resources	Project Specific	Total
SAS	\$ 64M	\$ 19M	\$ 8M	\$ 17M	\$108M
Skyway		\$ 5M	(\$ 17M)		(\$12M)
E2T1Foundations		\$ 2M	(\$ 8M)		(\$6M)
YBI Detour	\$ 9M	\$ 2M	\$ 1M	\$ 15M	\$27M
YBITS	\$ 5M	\$ 11M	\$ 2M	\$ 7M	\$25M
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Demolition	\$ 2M	\$ 13M	(\$ 33M)		(\$18M)
W. Approach		\$ 5M	\$ 1M		\$6M
<b>TOTAL</b>	<b>\$ 84M</b>	<b>\$68M</b>	<b>\$ ( 44M)</b>	<b>\$ 47M</b>	<b>\$155M</b>



# Capital Outlay Support

Risk Mitigation Strategies



# Risk Reduction Options

## Schedule

Strategy	COS Impact	Offsetting Impacts
Accelerate SAS schedule (Opportunity schedule)	Estimated savings \$21M - \$24M (\$3.5M - \$4M/Mo)	Cost of incentives
Complete OTD, YBITS & Demolition projects earlier with accelerated SAS Schedule (Opportunity schedule)	Average estimated savings \$6M - \$7M	None
Compress Contract Time on larger projects yet to be bid (YBITS #1 & 2, OTD# 2)	\$1.5 - 2M/Mo YBITS \$.4 - \$.5M/Mo OTD#2	Potential for higher bid prices to compensate for accelerated construction

# Risk Reduction Options

## Resources

Strategy	COS Impact	Offsetting Impacts
Reduce State & A/E Staff	Average \$175 k/PY Average \$230 k/PYE	Potential QC issues More claims Potential schedule impacts
Share staff & functions across projects	Same as above - Being Implemented	Potential OT compensation
Monitor actual vs. Estimated Staff Use	Same as above - Being Implemented	N/A
Reduce A/E staff & perform the scope with State Staff	Approx. \$55K/PYE	Staff availability & capability

# Risk Reduction Options

## Project Specific

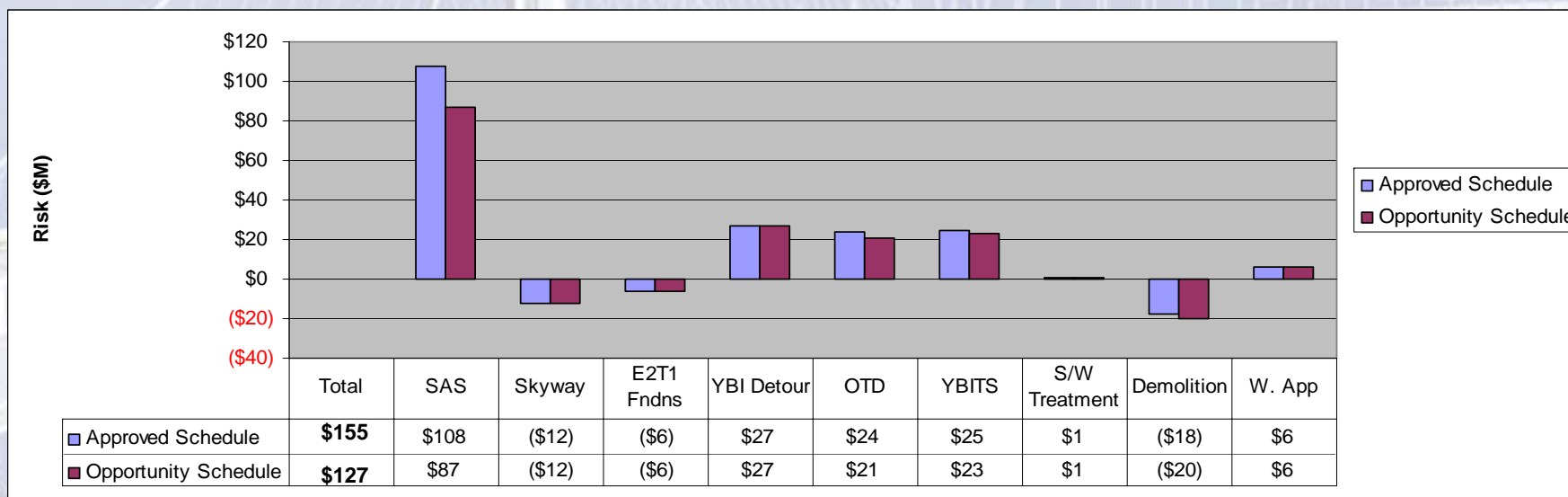
Strategy	COS Impact	Offsetting Impacts
Reconsider number of State & METS personnel overseas	Reduced resource use and overseas expenses	Potential QC issues Disputes & miscommunication Potential schedule delays More Claims

# Conclusions

## Summary of the COS Cost Differential From Current Approved Budget

Risk	Estimated Amount	Pct	Ability To Control
Schedule	\$84M	55%	Moderate
Rates	\$68M	44%	None
Resources	(\$46M)	(29%)	High
Project Specific	\$48M	30%	Low

## Risk Comparison - Approved vs. Opportunity Schedule



## **ITEM 4: PROGRAM ISSUES**

d. Westar Settlement



## Memorandum

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 4d  
Program Issues  
Item- Westar Litigation – Request for Settlement Authority

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### RECOMMENDATION:

AUTHORIZE settlement authority in an amount to be established by the TBPOC to allow the Department to proceed with a scheduled mediation on October 12, 2007.

### COST :

TBD

### SCHEDULE:

N/A

### DISCUSSION:

California Labor Code sections 1720 and following sections require the payment of predetermined “prevailing wages” for “public works” activities, which are defined as specified types of work done under contract and paid for in whole or part with public funds. The Department of Industrial Relations (“DIR”) is the regulatory agency with authority to interpret and enforce California prevailing wage requirements. DIR issues two types of determinations: coverage determinations and prevailing wage determinations. A coverage determination identifies work or activities on a public works project which have been determined to be “public works” activities and therefore subject to the payment of prevailing wages. A prevailing wage determination sets forth the specified wage for the “covered” work or activities. Based on *Lusardi Construction v. Aubry* (1992) 1 Cal.4<sup>th</sup> 976, which established the DIR Director’s authority to issue coverage and prevailing wage determinations, DIR has, until recently, asserted that it had the authority to issue “precedential determinations” that apply to all similar situations statewide. Additionally, DIR has taken the position that Government Code section 11425.60 also provides authority for the Director of DIR to issue precedential

coverage determinations, and that such determination were not subject to the provisions of the California Administrative Procedures Act (APA).

In 1997, prior to advertising seven San Francisco Bay area toll bridge projects between 1998 and 2001, the Department requested a special wage determination for marine workers on tugboat and launch work (collectively “boat work”). This request was not project specific to any of the seven projects. Tugboat work included the transportation of construction materials or equipment and launch work (also commonly called water taxis or crew boats) included the transportation of personnel and small quantities of construction-related materials that would not be immediately incorporated into the project. Ms. Vuksich, then Chief of DIR’s Division of Labor Statistics, replied by letter (the Vuksich letter) advising that the transport of personnel, supplies, and equipment by boat crews were generally exempt from prevailing wage requirements and attached the Decision on Administrative Appeal in re Public Works Case No. 97-011 (referred to as the “Duncan Determination” or “Point Loma”), which had been issued on January 23, 1998. In the Duncan Determination, designated as precedential, DIR found that prevailing wage laws cover construction activities, not maritime activities, thus prevailing wages were not required for maritime activities unless the work of the boat crew involved the transportation of construction materials or equipment from a dedicated work site adjacent to the project or the boat crews themselves participated in the immediate incorporation of material into the project. Although the Vuksich letter cautioned that “coverage determinations are made on a case-by-case basis and an analysis of the specific facts involved in the project,” the description of the non-covered maritime activities described in the Duncan Determination closely paralleled the same type of maritime activities that the Department had included in the projects. In applying the Duncan Determination, the Department concluded that the work on its projects was not subject to prevailing wage requirements. From 1998 through 2001, in reliance on the Duncan Determination, as well as Labor Code section 1773.6 which provides that new prevailing wage rate determinations do not apply retroactively, but only to projects advertised for bid after the new wage rates are published, the Department did not include prevailing wage requirements for maritime work in its contracts or provide funding for the payment of prevailing wages.

In 2001, Operating Engineers Local No. 3 asserted that its “Dredger” rate applied to tugboats and launches on the projects. In March 2002, Acting DIR Director Cake directed the Department to require the Dredger rate for all boat work (the “Cake letter”). While the Department argued that the new requirements could not be applied retroactively to existing projects, it complied with the Cake letter with regards to the Richmond-San Rafael Bridge project because both Westar Marine Services (Westar), the principal subcontractor providing maritime services, and the Operating Engineers

threatened work stoppages that could have shut the project down. On May 31, 2004, after Mr. Cake left his position, the Department filed a Request for Reconsideration of the finding that the Dredger rate applied retroactively to all boat work.

In January 2006, Acting DIR Director Rea finally responded to the Department's Request to Reconsideration by issuing a coverage determination that prevailing wage requirements apply to certain types of boat work, but that such requirements could not be applied retroactively to Department's projects because the Department had reasonably relied on the Duncan determination in deciding the work was not covered. DIR affirmed that finding in its Decision on Appeal published on July 31, 2006. In that decision, DIR further held that the Department had no liability for prevailing wages for boat work on the projects. In the Rea Determination, DIR held that boat work employees who haul materials from dedicated sites or who are involved in the immediate incorporation of materials into the bridge projects are deemed employed in the execution of public work and, therefore, required to be paid prevailing wages.

### Superior Court and Court of Appeal Proceedings

On February 22, 2006, the International Organization of Masters, Mates & Pilots union ("MM&P") filed a Petition for Writ of Mandate in Alameda County Superior Court challenging the DIR determination and DIR Decision On Appeal (collectively the "Rea Determination") that: (1) the Department met its statutory duties regarding prevailing wage requirements by relying on the Duncan Determination; (2) DIR prevailing wage coverage determinations for these projects was to be applied prospectively, not retroactively; and (3) there was no liability for payment of prevailing wages on these projects.

In separate action filed on October 6, 2005, entitled *Booth v. State of California, Department of Transportation, et al*, eight employees, who worked for one of the subcontractors who provided maritime services, filed a class action suit against the Department, Cross Link, Inc., dba Westar Marine Services (Westar), and Brusco Tug & Barge, Inc. (Brusco) seeking payment of prevailing and overtime wages on the projects which had not required prevailing wages at the time of the advertisement for bids. The plaintiffs contend that the Department, as awarding body of the projects, is liable for the payment of prevailing wages. Westar and Brusco are the subcontractors providing maritime services for the projects. The class in *Booth* has not been certified. After the Booth plaintiffs intervened in the MM&P writ action, the court consolidated the two matters for pre-trial motions.

## *Memorandum*

On March 14, 2007, the Superior Court issued its decision granting the petition for writ of mandate, finding that: (a) there was no evidentiary support for DIR's finding that the Department had complied with its statutory duty to require prevailing wages; (b) DIR had no authority to find that its new coverage determination could not be applied retroactively; and (c) DIR acted in excess of its authority when it issued findings regarding prevailing wage liability on the projects. The court held that the Department could not have justifiably relied on the Vuksich letter and the Duncan Determination because they were not directed to the specific projects at issue. In effect, the court ruled that the Department should have made a formal request to DIR for a coverage determination on each project and, if specific activities were deemed covered work, a prevailing wage rate determination as well. Regarding the retroactive application of the Rea Determination, the trial court noted that Labor Code section 1773.6, on its face, applied only to prevailing wage determination, not coverage determinations. The court characterized DIR's pronouncement that there must be prevailing wages available in advance of bid advertisement dates in order to enforce such rates as a rule of general application, which was invalid as an underground regulation, as well as being in excess of DIR's authority.

On May 30, 2007, the Department filed a Notice of Appeal. Defendant Westar also filed an appeal. The administrator for the Court of Appeal for the First Appellate District has assigned the case to Norman Brand, Esq., for a preliminary mediation meeting with all parties. The trial court record has not been received by the Court of Appeal and an Order to Show Cause ("OSC") was issued by the appellate court to the trial court on July 24, 2007. The Department must file its opening brief within thirty (30) days of notice/receipt of the record by the appellate court. The filing of the appeal stayed the *Booth* case. The mediation is currently schedule for October 12, 2007.

A representative from the Department's Legal division will be present at the TBPOC meeting to provide an analysis of exposure and to discuss appropriate levels of settlement authority.

The TBPOC was previously briefed about this at the April 3, 2007 TBPOC meeting. In addition, this item has been carried in the risk register beginning in the First Quarter of 2007.

## **ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**

### **a. Yerba Buena Island**

- 1) Update: Labor Day Weekend Closure for  
Detour West Tie-In Work/YBI Viaduct  
Replacement**

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 5a, 1)

Item- San Francisco-Oakland Bay Bridge Updates  
Yerba Buena Island  
Update: Labor Day Weekend Closure for Detour West Tie In  
Work/YBI Viaduct Replacement

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### **RECOMMENDATION:**

For Information Only

### **DISCUSSION:**

A debrief on successes and lessons learned will be provided on activities over the Labor Day weekend bridge closure.

### **Attachment(s):**

N/A



**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

- a. Yerba Buena Island
- 2) Budget Balance Beam  
(to be provided at the meeting)

**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

b. SAS and OTD General Update

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 5b

Item- San Francisco-Oakland Bay Bridge Updates  
SAS and OTD General Update

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### **RECOMMENDATION:**

For Information Only

### **DISCUSSION:**

An update on SAS and Oakland Touchdown will be provided at the meeting. A presentation will be provided highlighting work being done in China.

### **Attachment(s):**

N/A

**ITEM 5: SAN FRANCISCO-OAKLAND BAY  
BRIDGE UPDATES**

c. Jones Act

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 5c

Item- San Francisco-Oakland Bay Bridge Updates  
Jones Act

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### **RECOMMENDATION:**

For Information Only

### **DISCUSSION:**

An update on the Jones Act will be provided at the meeting.

### **Attachment(s):**

N/A

**Item 6: NEW BENICIA-MARTINEZ BRIDGE**

- a. Loading Sequence Review  
and Addendum No. 1



## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** September 14, 2007

**FR:** Andrew Fremier, Deputy Executive Director, BATA

**RE:** Agenda No. - 6a  
Benicia Martinez Bridge  
Item- Loading Sequence Review and Addendum No. 1

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### **RECOMMENDATION:**

APPROVE Addendum no. 1 and confirm advisory signing for trucks is sufficient.

### **COST :**

Minimal, addendum contains mostly low quantity and item changes as well as clarification of the contract specifications.

### **SCHEDULE:**

None, one month delay in bid opening will be coordinated with one month less of construction time as defined in Order of Work.

### **DISCUSSION:**

At the June 27, 2007 TBPOC meeting, the TBPOC requested the PMT review the rehabilitation project staging, specifically to address the existing condition of the span, the loading condition the bridge through construction and the monitoring plan during construction.

Advisory signing is in place and observation indicates that most of the truck traffic prefers and uses the number two (center) lane. This is probably because neither lane (numbers one or three) have shoulders.

Caltrans bridge maintenance engineering staff is and will continue to inspect the fatigue prone and fracture critical elements on a regular basis during construction. To date there have been no observed changes. Caltrans is exploring the development of an electronic monitoring system that will monitor stresses in the members without having

## *Memorandum*

to physically inspect the details. Rehabilitation funds are available for this monitoring effort when developed.

The maintenance history indicated several significant items that have been monitored during the life of the bridge, since it was opened to traffic in 1962. The main bridge is a deck truss with fracture critical elements. The north and south approaches are each two separate steel girder spans. Both bridge types have fracture critical and fatigue prone details. The bridges were modified in the late 1980's by adding a lane in each direction, cantilevered off the existing deck and truss, in the main spans. The approach structures had a third girder placed near the outside girder of each bridge. The bridge was seismically retrofit in 2002, to lifeline standards. There have been several significant rehabilitation projects over time.

The analysis requested by the Toll Bridge Program Oversight Committee has been completed by a combination of in house Caltrans engineering staff and technical expert support using BATA's on call contracts. The review indicates that the retrofit bridge should not be adversely affected during the reconstruction activity. The change in live loading does not impose significant load changes to the floor beams and sway bracing elements.

Consensus is that the bridge has been maintained well. In particular the paint system and condition of the steel are excellent. It has been noted that there are some areas of fatigue prone details that should be monitored over the useful life of the span. These are details that should be improved through rehabilitation projects at some point, but are not affected by this construction project.

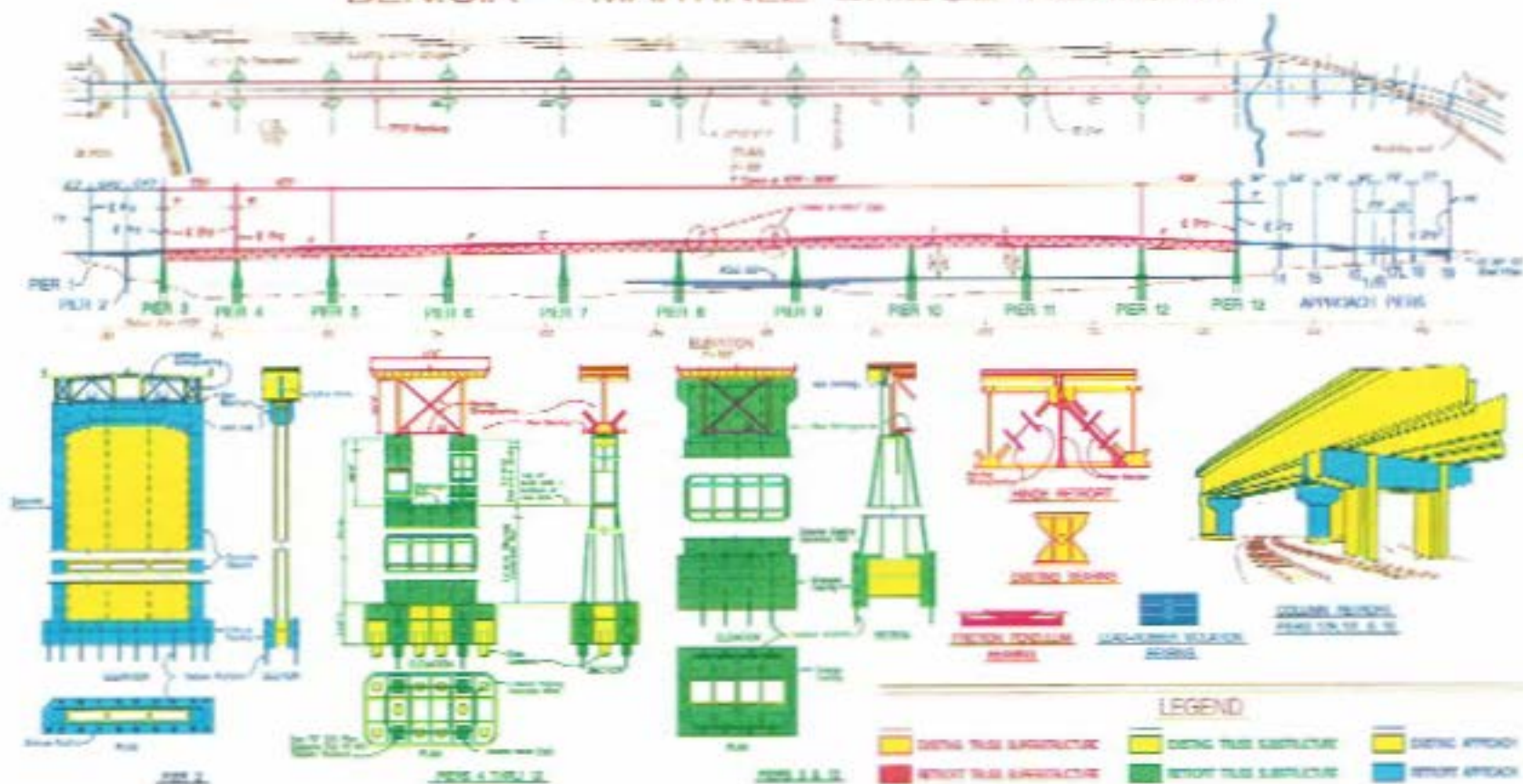
The designers from Caltrans are exploring some modifications to fatigue prone details that may be incorporated into this project, through addendum. Staff will continue to evaluate these details and recommend repairs to be done through the rehabilitation program as appropriate. Caltrans and BATA are currently reviewing the entire rehabilitation program to ensure the toll bridges are maintained to the highest standards.

This attached presentation provides a comprehensive look at the bridge details, a history of the maintenance observations, the changes made over the life of the bridge, a review of the upcoming contract work. A plan to monitor the bridge during construction will be forthcoming at a later date.

### **Attachment(s):**

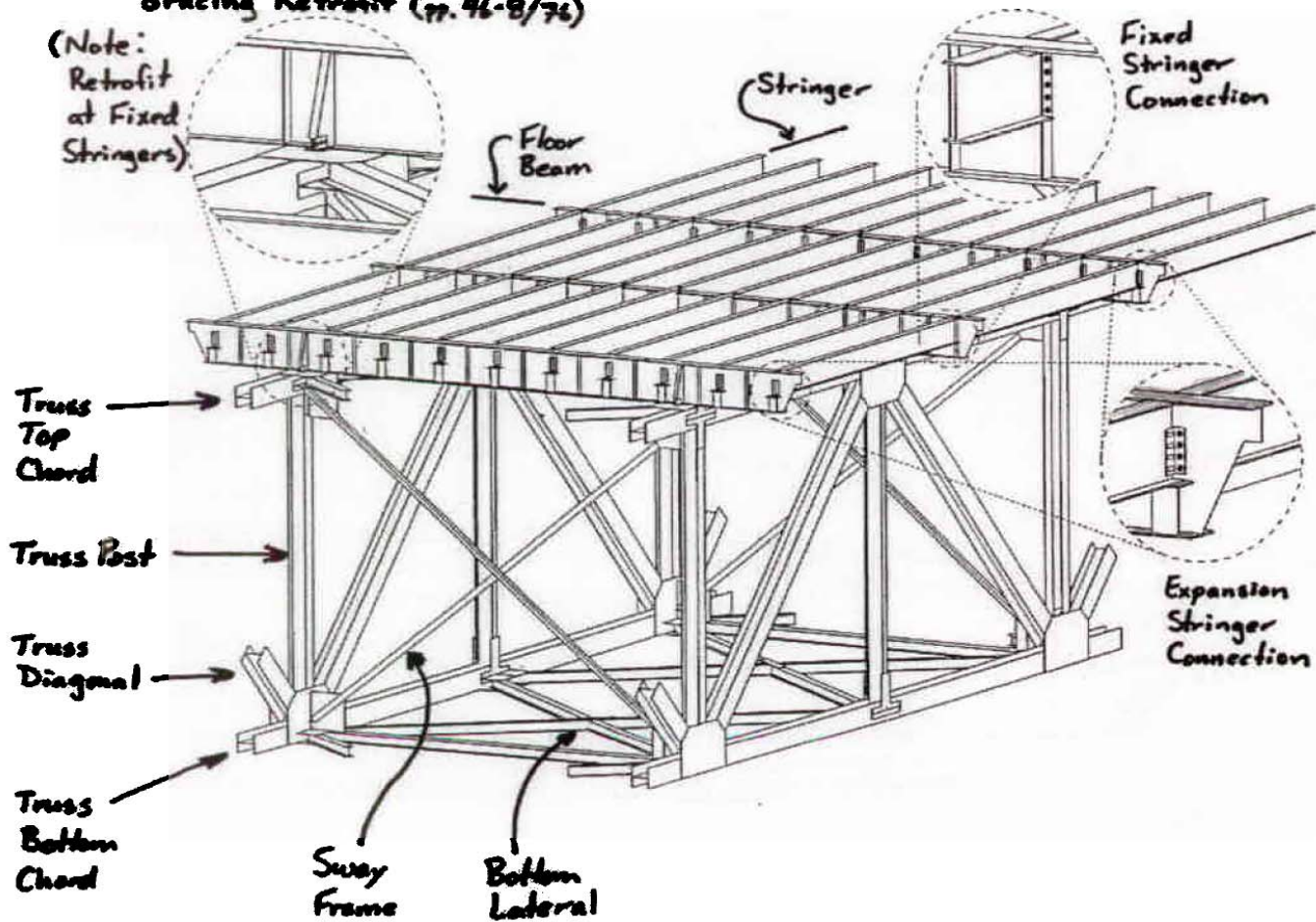
- 1) Supporting Benicia-Martinez PowerPoint Slides

# BENICIA - MARTINEZ BRIDGE RETROFIT



# Location of Deck Bracing Retrofit (pp. 46-8/76)

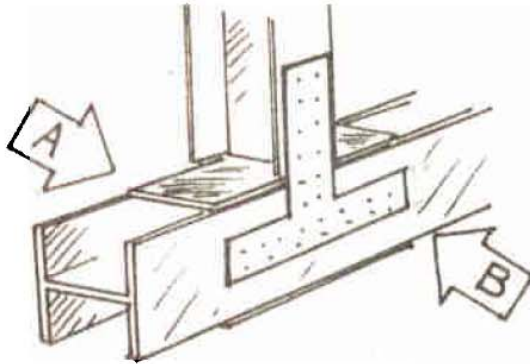
(Note:  
Retrofit  
at Fixed  
Stringers)



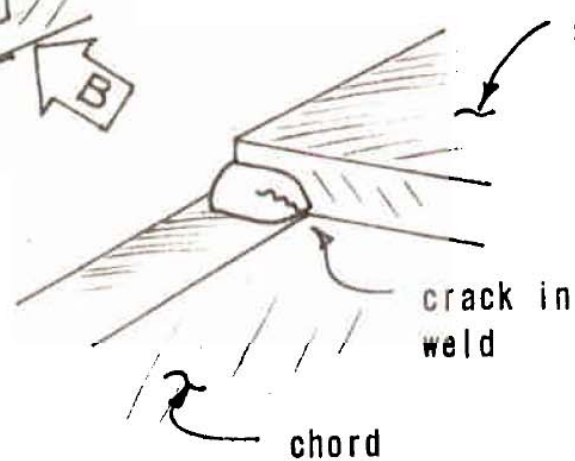


## Stay Plate Cracks

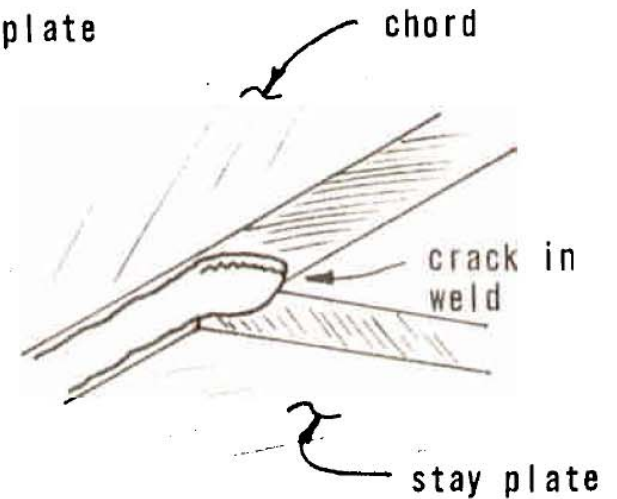
DS-M18 (REV. 6/75)



BRIDGE NO.		28-153
SHEET	DATE	
2 of 3	December 29, 1986	



VIEW A



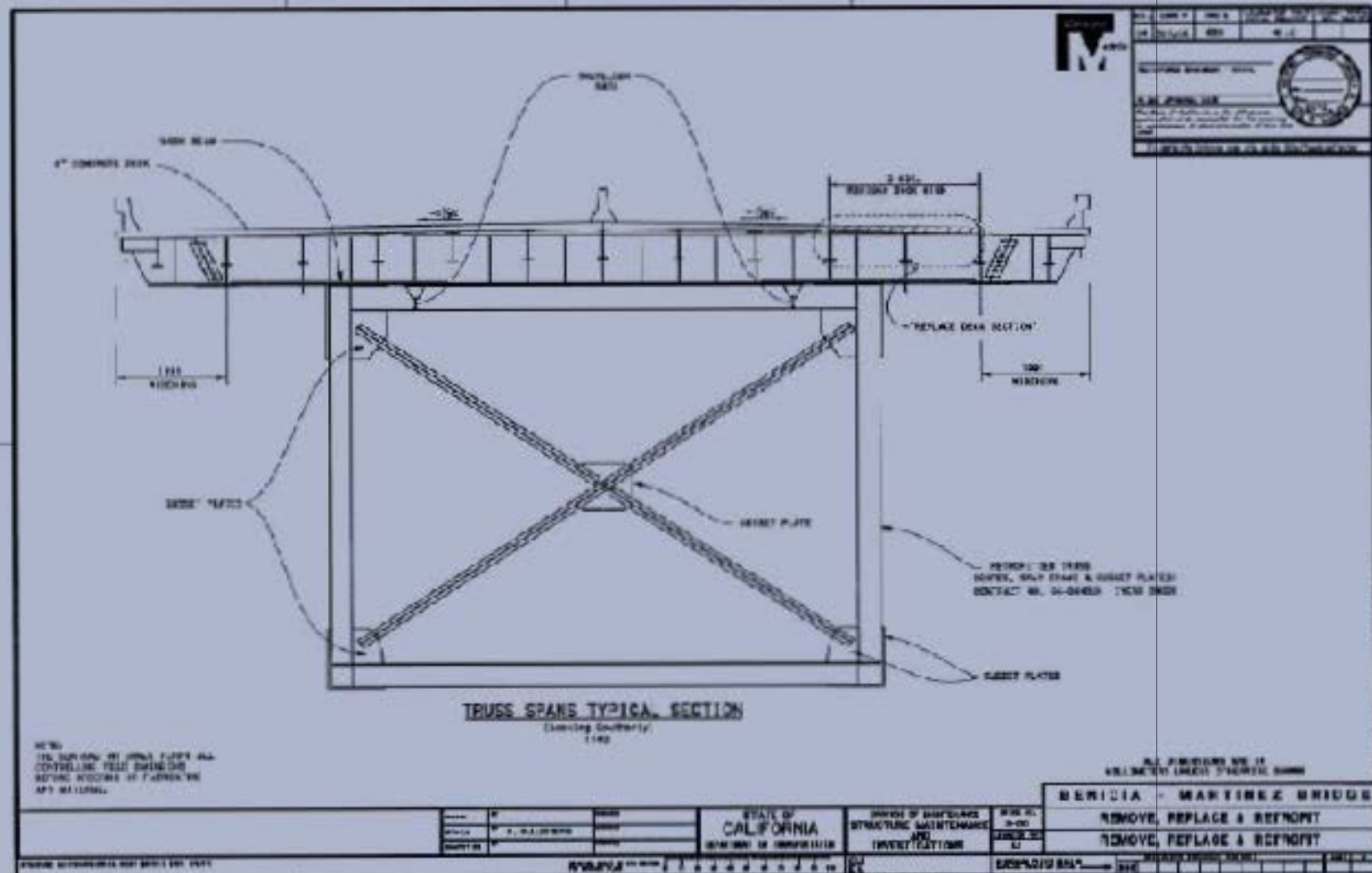
VIEW B

## Stay Plate Cracks Repair Strategy



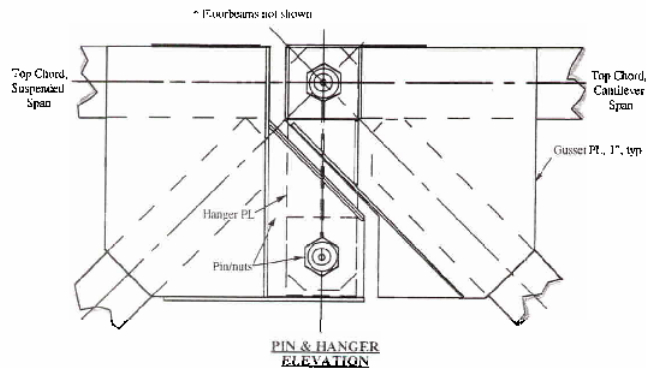


## Benicia Completion Contract Truss Spans Typical Section



# Pin and Hanger - 1993 Detailed Report 1995

## BENICIA-MARTINEZ BRIDGE (Br. No. 28-153) PIN & HANGER REPORT, 1995



BY  
TODD M. DAY, P.E.  
ASSOCIATE BRIDGE ENGINEER

ROBERT R. BRIDWELL, P.E.  
RICHARD W. WHITE, P.E.  
ANDREW B. FRIEMER, P.E.  
ROBERT KEIM

February 1995

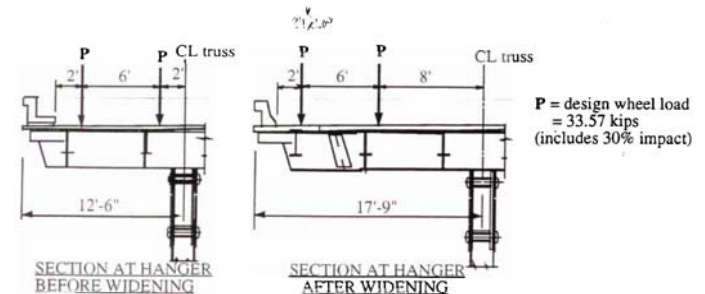


FIGURE 6 - Truck Loads on Floorbeam Cantilever

A simplified drawing showing the relationship between the floorbeam and the hangers is shown in FIGURE 7. Note that the supports for the hanger I-beams are shown to be rigidly attached.

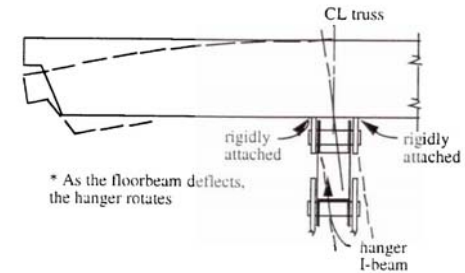


FIGURE 7

## Sway Brace Cracks 1996

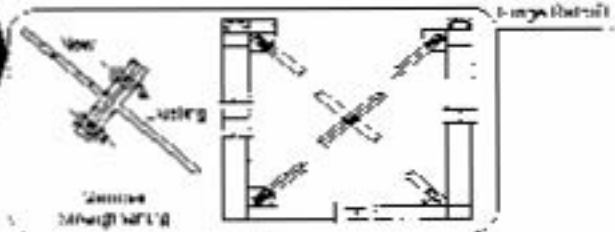
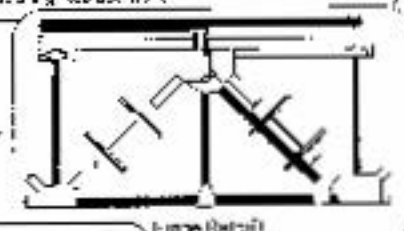
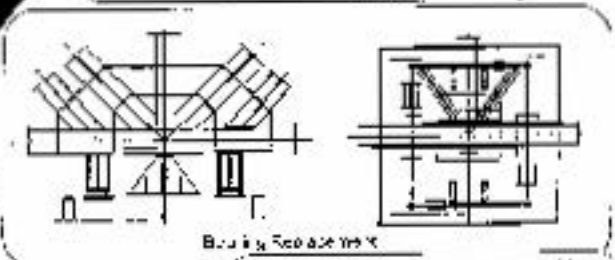
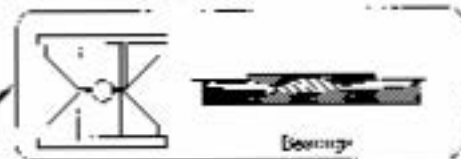
Dye Penetrate Testing



### Seismic Retrofit Design of Main Truss Spans Superstructure

### Unique Features

- \* *Psychological Bulletin*, 1990, Vol. 108, No. 1, 1-12.

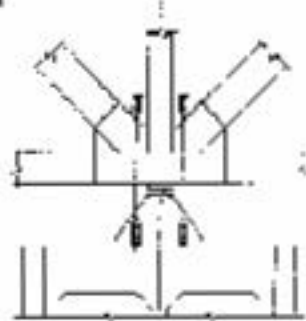
[illegible][illegible]



# Seismic Retrofit of Main Truss Spans Superstructure

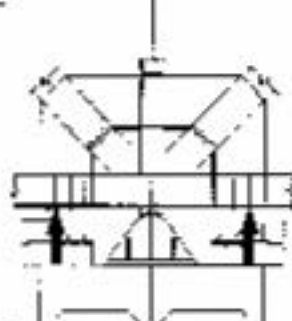
## Bearing Replacement Stages

1



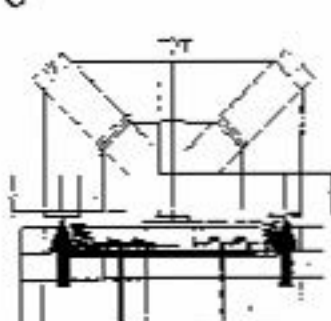
Existing Bearing

2

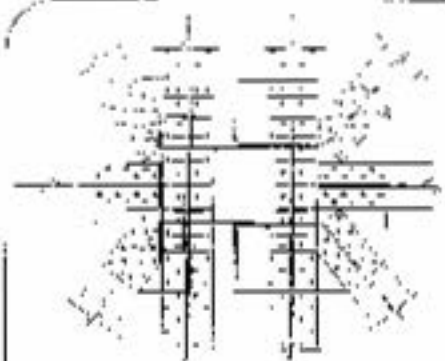


Adding Joints at T and B

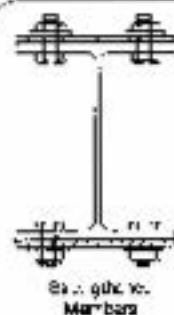
3



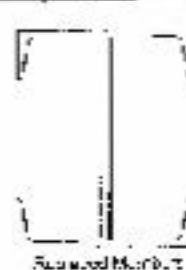
Bearing Replacement



Hinge Shear Key

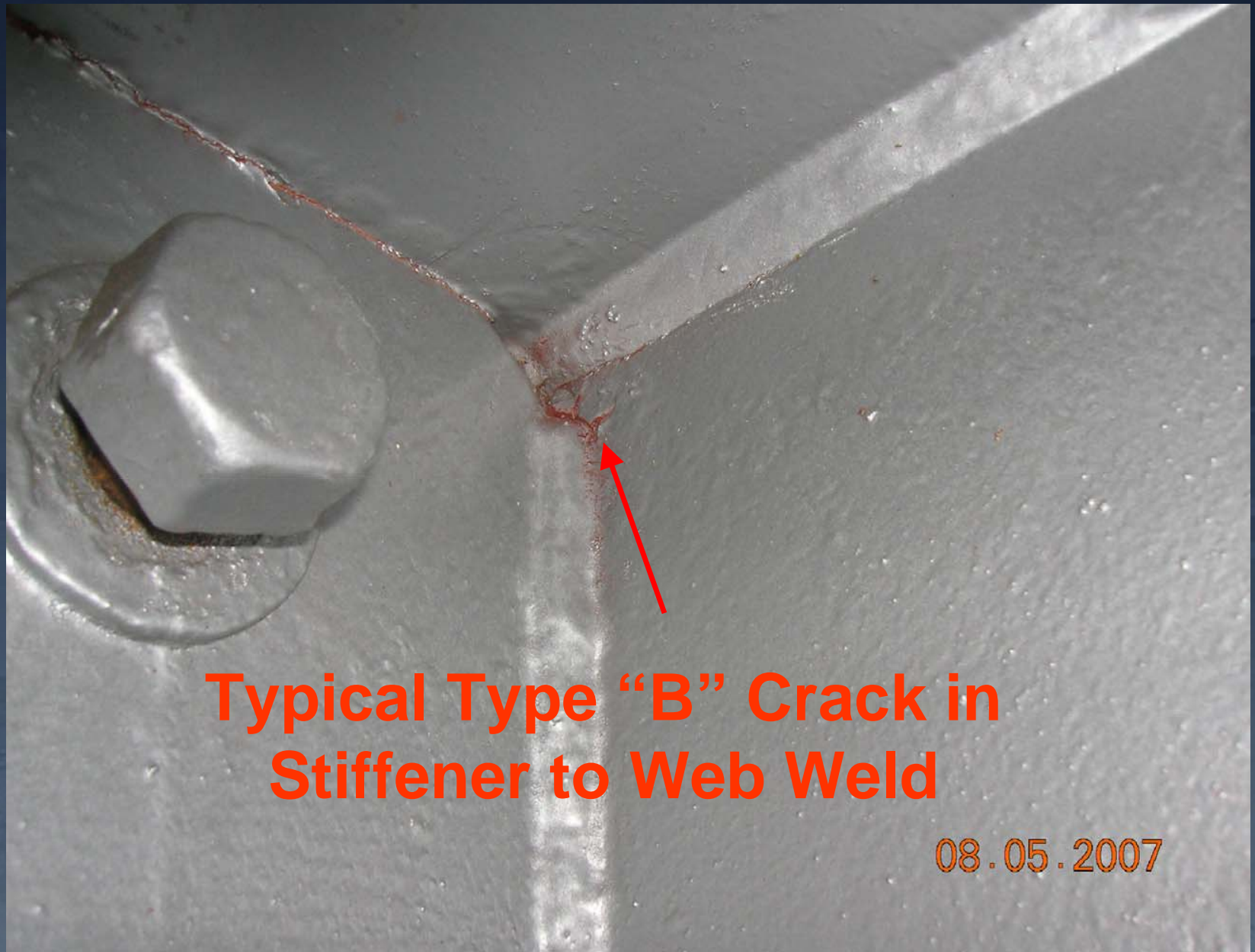


Strengthening Members



Reinforced Member

Truss Retrofit



**Typical Type “B” Crack in  
Stiffener to Web Weld**

08.05.2007



# Drilled Holes to Prevent Crack Propagation



# Tracking Cracks For Propagation



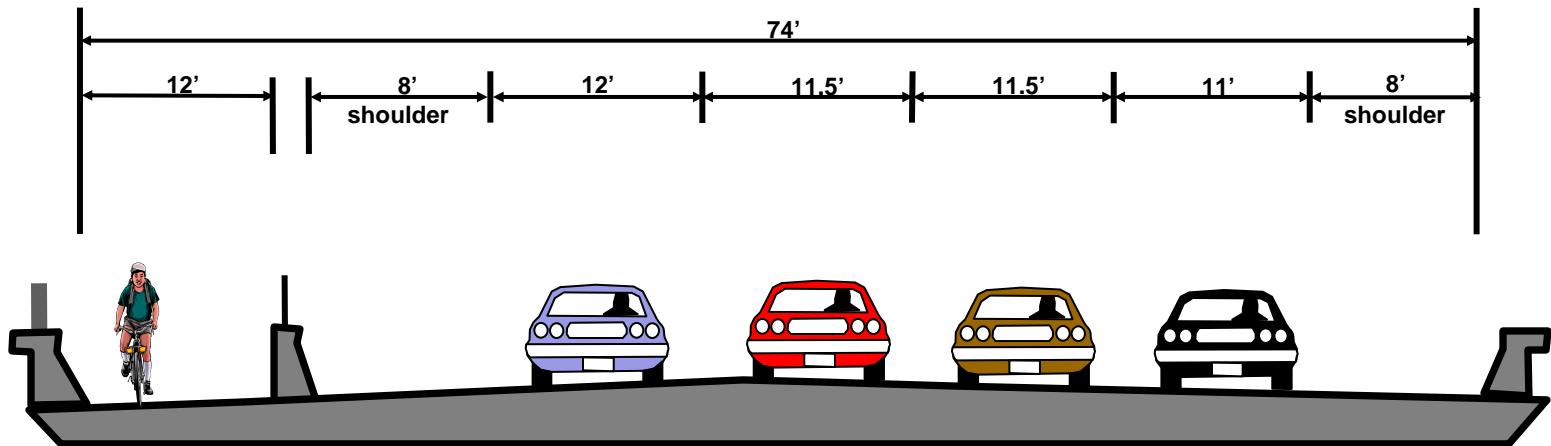
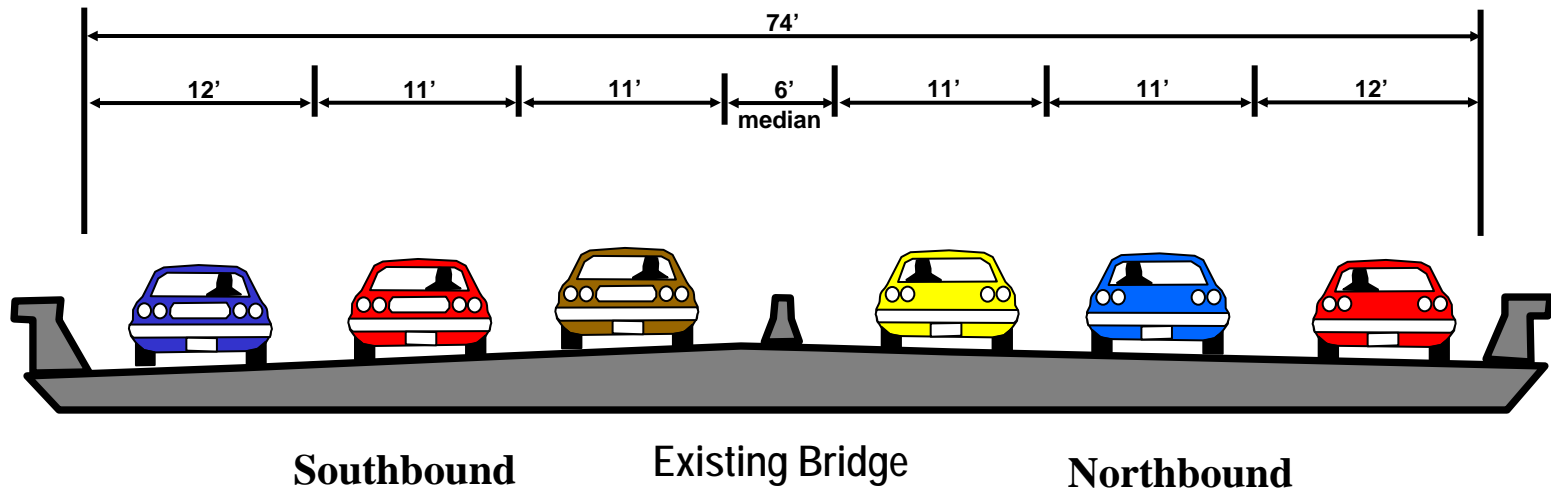
**Bolt removed to free up rotation/fixity in stringer web connection appears to work**



## Deck Cracking Issues



## Existing Bridge With New Public Access



Existing Bridge with New Bicycle & Pedestrian Path  
Southbound I-680



# North Approach Contract Work

**Benicia**

**Demolish Over  
crossings**

**New Pedestrian/Bike  
Path**

**Realign I-680/I-  
780 SB Traffic**

**Demolish Existing Toll  
Plaza**





# North Approach Contract Work Remove Toll Plaza





# South Approach Contract Work

**New Bicycle & Pedestrian Path**

**Public Access to  
New Toll Plaza**

Marina Vista Road

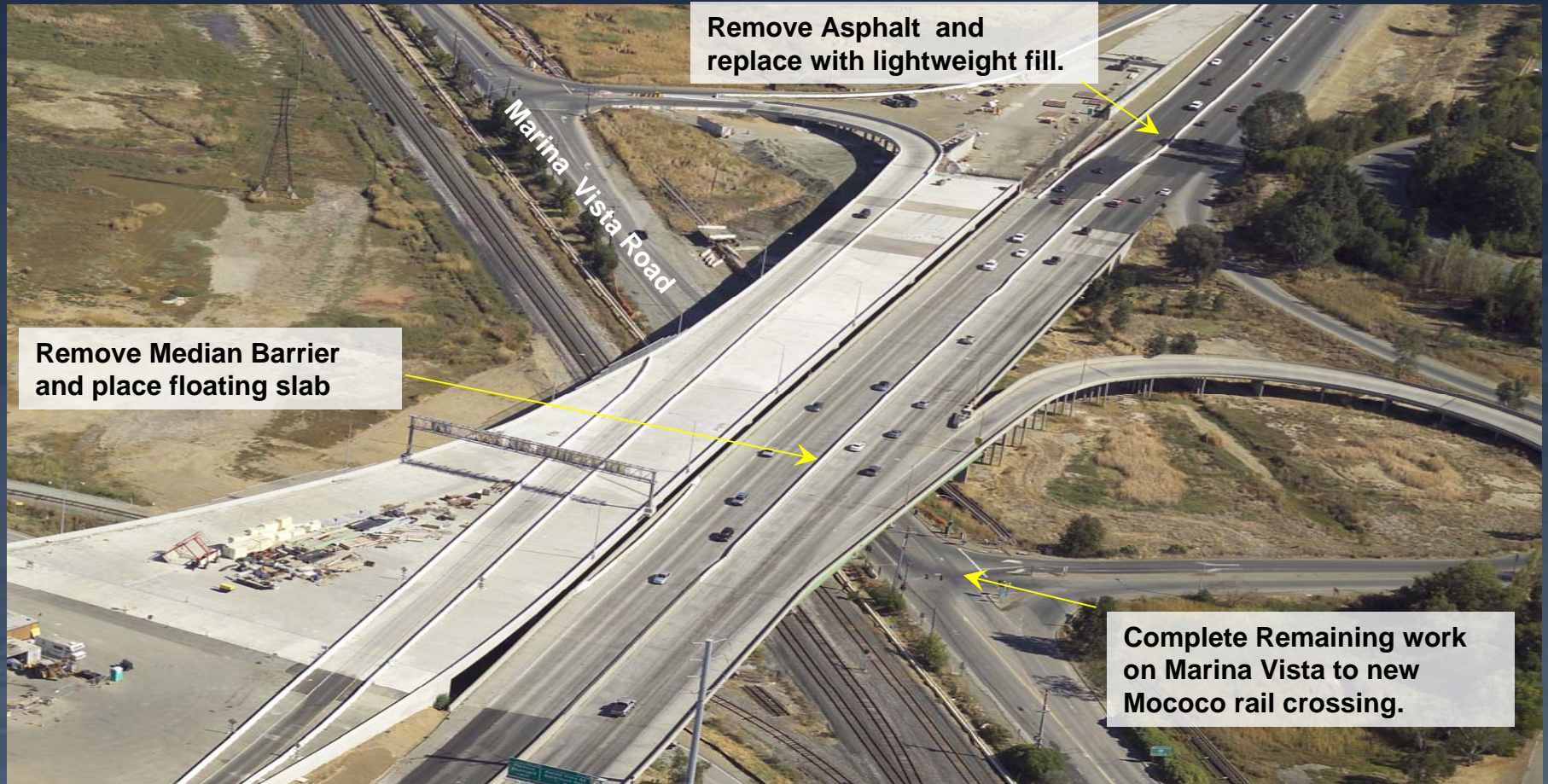
Mococo Road

**MARTINEZ**





# South Approach Contract Work





# South Approach Contract Work





# Expansion Joint Reconstruction

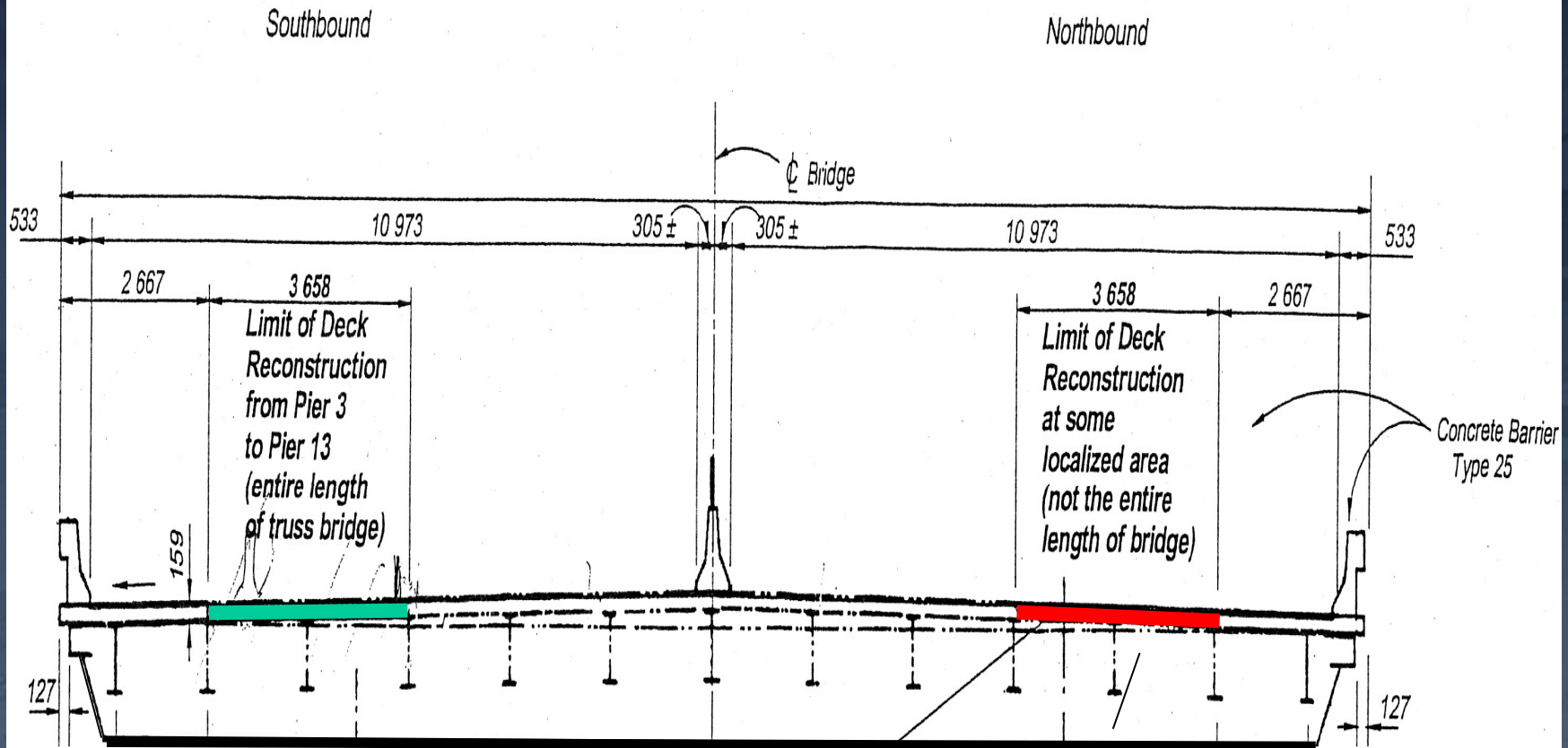




# Partial Deck Reconstruction

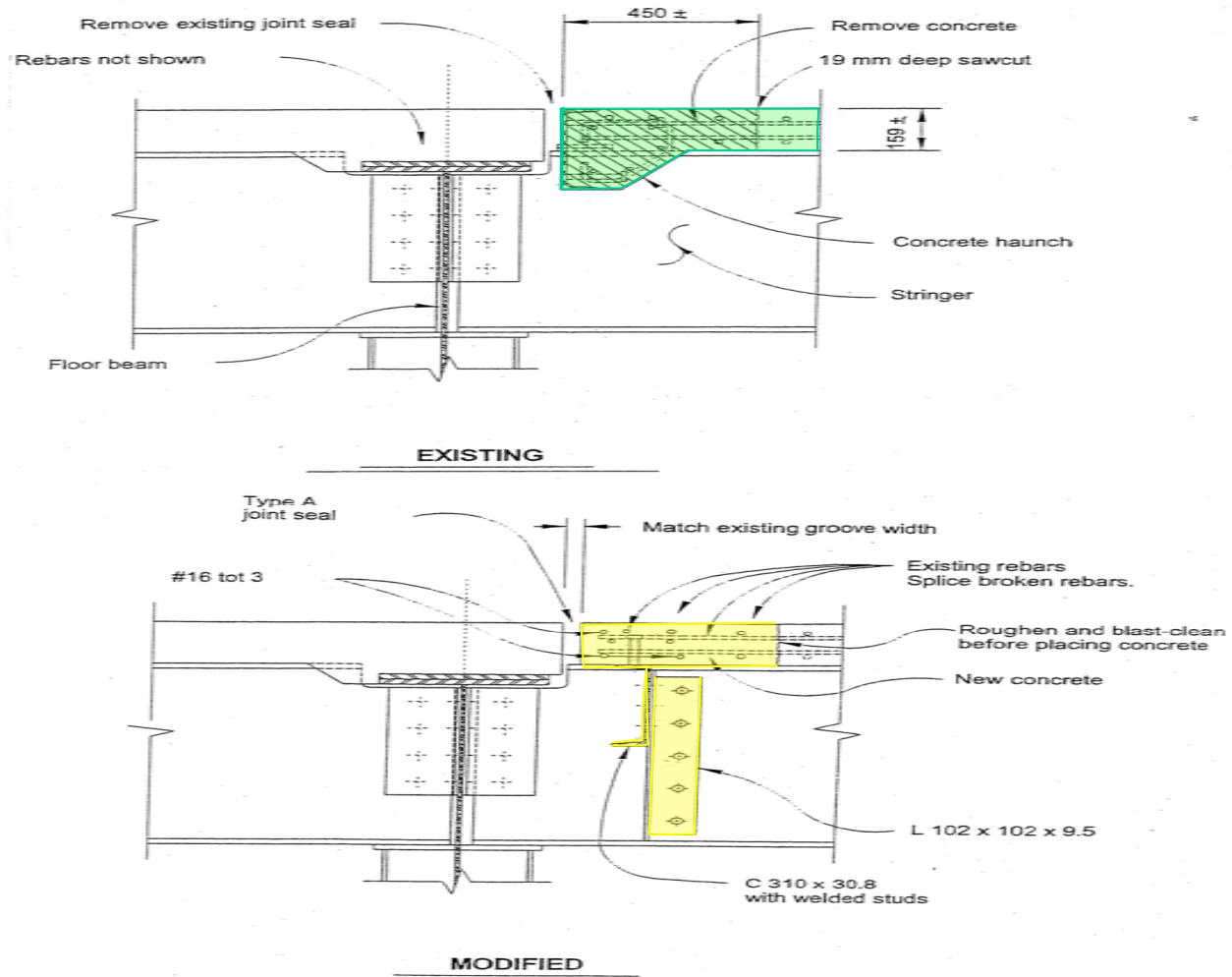


# Deck Reconstruction – Typical Section





# Expansion Joint Reconstruction



## **ITEM 7: OTHER BUSINESS**

- a. TBPOC Members Closed Discussion